



TESTED:

OLD V NEW GSX-R750! 30 YEARS ON



Rapid

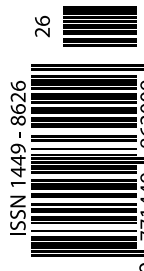
BIKES

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FAST!

FULL TEST YZF-R1 AND YZF-R1M!

COULD THIS BE THE
FASTEST 1000 YET?



**NOS
GSX-R**

**'BUSA
FIGHTER**

**HARRIS
FIREBLADE**

**RAINEY'S
TZ-R1 1000**

TWEAKED 'BUSA STREETFIGHTER, NOS GIXER, HARRIS BLADE, TZ-R1, STAFF 675R, RS250, 899, 'BUSA
TESTED WORLD LAUNCH REPORT YZF-R1 & R1M, DUCATI M821, GSX-R750 OLD V NEW 1985 V 2015
FEATURES FITTING A VENTURA RACK, SHED SET-UP, STAY UPRIGHT, P.I CLASSIC, BENARABY DRAGS

**SHED
SET-UP**



**STAY
UPRIGHT**

1299 PANIGALE



The NEW 1299 Panigale

The Apex of Performance

Breathtakingly stylish, the new 1299 leaves no room for compromise when it comes to technical excellence. With an unprecedented 116mm bore, the 1285cc Superquadro engine delivers an incredible 144.6Nm of torque and 205hp of pure adrenaline.

With a dry weight of just 166.5kg, the innovative monocoque chassis now has a steering head angle of 24° to guarantee improved turn-in and increased agility when cornering, while the swingarm pivot is 4mm lower improving rear grip.

State-of-the-art electronics ensure maximum performance and safety including the Bosch Inertial Platform for cornering ABS and DTC, Ducati Wheelie Control (DWC), Ducati Quick Shift - Up / Down (DQS), full RbW with both Riding and Power modes. The S version also features semi-active suspension and electronic steering damper controlled by the Öhlins Smart EC system.

Experience ultimate performance by reserving a test ride at your local Authorised Ducati Dealer today. Don't forget to ask about 2014 run-out offers.

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2-Year / 24 Hour Ducati Rider Assist.
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1299 PANIGALE **1299 PANIGALE S** **PANIGALE R**

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THIS ISSUE IS DEDICATED TO YAMAHA FOR BUILDING THE COOLEST R1 YET... AND TADAO BABA FOR THE 'BLADE'!

CHOOSE YOUR RIDE

G'day,

I've just returned from the world YZF-R1 launch, you can read my test from page 32. The event was held at Sydney Motorsports Park, where the past three YZF-R1s have been presented to the world's motorcycle press. The event was held at the same time as WSBK, Phillip Island, so crazily enough it was straight on a plane to Melbourne for the big races. Made for a cool weekend!

Just two weeks later I was back at PI for the S 1000 RR launch, then on a plane to Spain for the GSX1000S and F launch. As soon as my feet touched the ground back in OZ I was packing up and heading to the Penrite Broadford Bike Bonanza. Life has been a whirlwind of bikes.

I love the technology and performance that new motorcycles have and admire the manufacturers for continuing to improve model on model. New bikes are better than ever and motorcycling is more affordable than ever before. It's easier to own a new bike now, with all the great finance deals around, more relaxed finance applications and affordable repayment plans. A new bike every three to five years is achievable for many.

\$23,000 over four years with the current interest rates averaged out, you are looking at around \$110 a week with no balloon. That is the cost of a carton of beer and two take-away meals. For a new bike... I know what I'd prefer. Just do what I do and drink your mates' beers...

So all of this travel and new bike testing I do this time of year always gets me thinking about buying a new bike for myself, which seems crazy as I have test bikes constantly. Last year I bit the bullet and bought a Hayabusa only to sell it, as I was not using it enough.



From one week to the next my choice of bike changes so if I commit to a new bike I'd probably want something else pretty quickly. Which brings me to my point, I turn 40 this month – so Heather asked me what I wanted. She said, "Get whatever you like as long as it is a bike. Buy a bike. Something you really want..." So, I thought long and hard about it and realised there was one bike that I truly lusted after for years and had no hope in hell of owning. When I was 19, the 1995 Tiger Fireblade landed and man, was that thing cool. I wanted one so badly. But as I was an apprentice earning \$250.00 a week, I had no hope.

So, here I am at 40 and finally I own my dream bike, an original 1995 Urban Tiger Fireblade, Australian delivered two-owner bike. It's the best \$3300.00 I've ever spent and I can't stay off it. I even found myself looking at the reflection of the bike in shop windows as I rode home in peak hour traffic. You know you are in love when you do that...

So it doesn't matter what you own or ride. What matters is that you have a connection and reason to own or ride your bike. It's a bond that only us motorcyclists can understand.

Ride on,

Jeff Ware



It doesn't matter what you own or ride. What matters is that you have a connection and reason to own or ride your bike. It's a bond that only us motorcyclists can understand...

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KNEE DOWN ON SALE NOW!

This issue is a bumper 180-page all-track magazine with a review of the 2014 Aussie racing season as well as a guide for all-things track related from technical tips and tricks to coaching and product reviews and tests. Of course, *Knee Down* would not be complete without our famous track guides and we have our seven favourite local tracks covered corner by corner.

We have Track Tech articles for you on tank grips, tuning, accessories, brakes, maintenance, tyres, screens, oils, exhausts, crash protection and even bike transporting. We also have special features on behind the scenes race stuff and plenty of glossy images from the past 12-months on track and in the pits.

Our education articles this issue are fantastic. We have stories on Stay Upright, MotoDNA, HART and California Superbike School as well as social ride day features like the Team Green Kawasaki Ride Days. For racing fans you will find comprehensive season wraps on ASBK, ASC, FX, Honda Rlys St George Series, BEARS National and Club, PCRA, WA State Titles, MRRDA and Philip Island Superbike Championship.

Grab a copy now!

OOPS!

In our *Big Bore Naked Shootout* in issue 94 we incorrectly referred to the Monster 1200 as the Monster 1200 S when it was in fact the standard Monster 1200.

The Monster 1200 costs \$19,990 + ORC while the S is \$23,990 + ORC.



CARNAGE FOR SALE!

The chance has arrived for a lucky punter to own Australia's trickiest Kawasaki – the AuSFR turbo ZX-10R, Carnage and yes, you can legally ride it on the road as it is not just a show bike...

The bike was featured in issue #79 of *Rapid Bikes*, which is available as a back issue at rapidbikes.com.au, and is the creation of AuSFR.com.au founder Stu McGraw.

The bike is an absolute work of art and the price is well under half of the cost of the build. It has hardly been used and is as new. If you are interested, email stu@ausfr.com.au with the subject CARNAGE ENQUIRY.

CHECK OUT THE BIKE'S SPECIFICATIONS!

ENGINE:

2004 Kawasaki ZX-10R, 76 x 55mm bore x stroke, 10.6:1 compression for turbocharging, std cases and crank, forged ceramic coated pistons, std cams and cylinder-head, billet first, second and third gears, Factory Pro shift star, Goodridge plates, Orient Express springs, Garrett GT2871 turbo with Tial wastegate, Turbosmart BOV, Earls fittings, custom intercooler, K&N pod filter, custom inlet manifolds, PWR core radiator, std throttle-bodies, hi-flow fuel pump, adjustable fuel pressure regulator, Racefit muffler, Autronic SM4 ECU and 500R CDI

CHASSIS:

2004 ZX-10R, std frame, modified to take wider swingarm, custom billet triple-clamps, ABM top yoke, custom billet 6in over swingarm, std shock, Sprint steering damper with MX e-bars, Racetech internals for forks and shock, Tokico calipers, Ferodo pads, ABM master-cylinder and levers, Carrozzeria V-Track forged alloy wheels 3.50 x 17in (f), 8.50 x 18in (r), Metzeler 240 rear and Sportec 120 front tyres, carbon-fibre side panels, custom tail unit, VCM Cycle Seats seat, Cutgrafix decals, Lucky Caleb paint, ABM streetbars, custom headlight, ABM indicators, MotoGadget switches, ABM rearsets, MotoGadget Mini Dash, custom wiring loom

PERFORMANCE:

220-plus RWHP



MILLIONTH DUCATI PRODUCED

Talking about Monsters. The millionth Ducati to come off the production line at the historic Borgo Panigale factory has been handed over to one lucky client directly by Claudio Domenicali, CEO of Ducati Motor Holding.

WIN RIDE!

We have six copies of *RIDE* to give away, three on Xbox One, three on PlayStation 4! All you have to do is email inbox@rapidbikes.com.au with the subject *RIDE* and tell us in 25-words or less why you reckon you deserve to be one of the lucky five gamers. Read the review on page 17.



Race Performance

MOTORCYCLE, ATV & JET SKI OIL FILTERS

HEX HEAD FOR
EASY REMOVAL

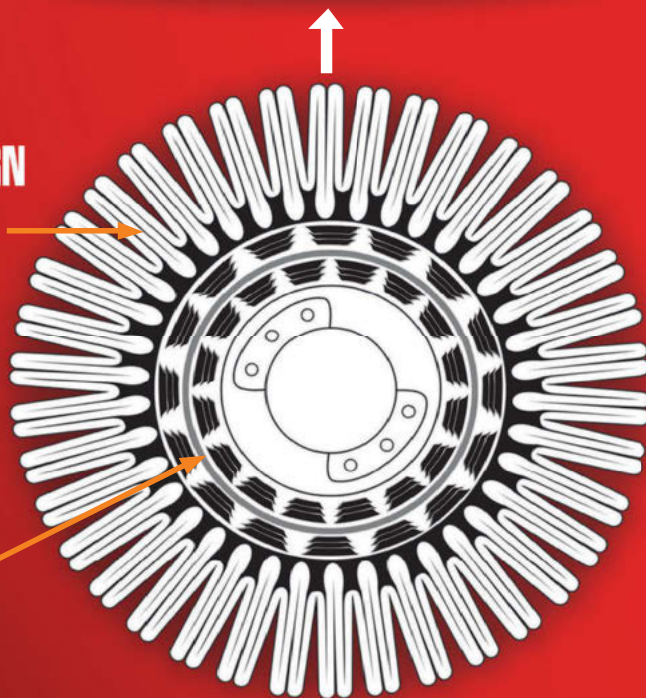
HIGH BURST
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PROOF TESTED

HIGH QUALITY
ROLLED SEAM

M-PLEAT MEDIA DESIGN
FOR EXTENDED LIFE
& PERFORMANCE

REINFORCED
CARTRIDGE CORE
FOR STRENGTH
& IMPROVED FLOW



WSBK PHILLIP ISLAND WRAP

British riders stole the show at the opening round of the 2015 WSBK at Phillip Island, with Jonathan Rea and Leon Haslam sharing first and second places in the two races.

For Australia's Troy Bayliss, making a celebrated return to WSBK action, it was a trying outing on the factory Ducati as he recorded 13-16 results. But Rea (Kawasaki) was the first rider to get a win on the board when he won race one, holding off Haslam (Aprilia) by just 0.039 seconds after a pulsating 22 laps.

In race two, Haslam turned the tables on his former Honda teammate with a stirring comeback from behind 0.010-second victory. Haslam was able to propel his machine into the top spot just metres from the finish line. It was Haslam's first victory in five years, the same year he also won at Phillip Island on a Suzuki.

Haslam and Rea completed round one with 45pt hauls, followed by Ducati's Chaz Davies on 32pts.

Bayliss was as high as seventh in both races, but faded to 13th in the opener and had to enter the

pits in race two to change a blistered rear tyre and was out of the points in 16th.

He said, "It's been a strange one to come back after so many years. I did this comeback for a lot of reasons, and in the end I made some really good progress but I am actually a little bit pissed off, which proves that I am still a racer!"

Following the withdrawal of Matt Walters (Kawasaki) after three high-speed crashes on Friday and Saturday, Jed Metcher (Kawasaki) was the only other Australian in the WSBK races, and he was 14th in race one before a holed radiator on the sighting lap of race two. His team managed to replace it but with his engine playing up he pulled into the pits on lap four.

In World Supersport Jules Cluzel became the third rider to win back-to-back world supersport races at Phillip Island with an all-the-way success in the 18-lap race.

The Frenchman was shadowed by MV Agusta teammate Lorenzo Zanetti before pulling away in



the final few laps and easing his way to a 3.494-second victory, with Gino Rea (Honda) claiming the final spot on the podium after a tough battle with Kyle Smith (Honda).

Aussie wildcards Aiden Wagner (Yamaha) and Glenn Scott (Honda) scored world championship points in 13th and 14th, with Alex Phillis (Honda) 17th in the field of 19 finishers.

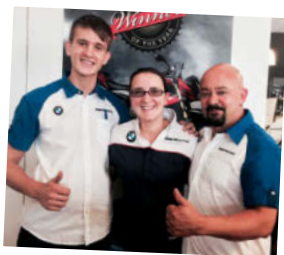
Darwin's Sam Lambert (Triumph) was a late withdrawal after a crash in the morning's warm-up session.

BMW DEALER OF THE YEAR!

BMW Motorrad is proud to announce that Rolfe Classic BMW Motorrad in Canberra (ACT) and Worthington Motorcycles in Gosford (NSW) have taken out the prestigious BMW Motorrad Dealer of the Year Awards for 2014.

"To win the Regional BMW Motorrad Dealer of the Year is a fantastic award for us. It is the result of a great team effort from everyone at Worthington Motorcycles. We have a shared passion for motorcycles that extends to all our customers. I have been in the industry for nearly 40 years and to be able to accept the award on behalf of Worthington Motorcycles is an honour," said Ian Furlong, General Manager Worthington Motorcycles.

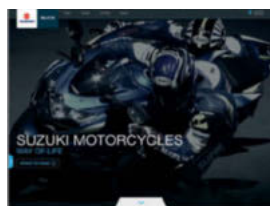
BMW Motorrad Australia General Manager, Tony Sesto, congratulated both dealerships, "This award is far more than just sales figures. It takes in all the areas of business, with a focus on the customer. Congratulations to the management and staff at both Rolfe Classic BMW Motorrad and Worthington Motorcycles."



NEW SUZUKI WEBSITE

Suzuki Motorcycles Australia is inviting the motorcycling public to explore the all-new SuzukiMotorcycles.com.au website. The website has been completely redesigned to provide the ultimate user-friendly experience with improved navigation and functionality throughout.

Created with the ultimate user experience firmly in mind, the website has been designed using the latest technology and compatibility with today's browsers and mobile devices. SuzukiMotorcycles.com.au



THROTTLIN' IT

Don'tcha Lov... When the postie delivers your favourite bike mag. Don'tcha REALLY Lov... Slipping away into your own private library for some serious chilling and perusing.





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XBOX ONE



XBOX 360



XBOX
LIVE



PS4 PS3



PlayStation
Network



PC
DVD-ROM



STEAM



General, Online
interactivity

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MULTIPLAYER (UP TO 12 PLAYERS!)**



INDUSTRY PROFILE

STU MCGRAW

NICKNAME: QUICK DRAW (OF COURSE!)

AGE: 42 **HOMETOWN:** WEGBERG, GERMANY

OCCUPATION: JOINT OWNER OF AUSFR IMPORTS,
AIRLINE CONSULTANT



BACKGROUND:

Pommie import who spent waaaay too much time around bikes and planes as a kid!

CAN YOU EXPLAIN YOUR ROLE?

I get to investigate all the fun stuff, while the other half does all the real hard graft.

WHAT ARE YOUR AMBITIONS AND GOALS WITHIN THE INDUSTRY?

To grow the profile of sports and custom bikes in Australia. Considering how many people live here and how much open road we have, there are nowhere near enough bikes on the road.

WHAT ARE SOME HIGHLIGHTS OF YOUR CAREER?

Teaming up with Jeff to start the *Fightin' Words* column.

Getting some amazingly positive

feedback from Wayne Gardner when he had a ride of our first bike – AusFireFighter.

Organising the Casino Fools Run/ Straightliners event in 2007 and seeing how well received it was by both the industry and the locals.

WHO INSPIRES YOU?

My wife and kids.

DO YOU RIDE?

Not anymore, thanks to an aviation accident that caused a serious neck injury.

I now can't even wear a helmet for very long without blinding pain.

WHAT BIKES DO YOU OWN?

Carnage is a custom turbo 2004 ZX-10R that sits in the garage and taunts me constantly to ride it!

WHAT ARE YOUR HOBBIES

Stu's awesome custom ZX-10R turbo - Carnage, is still up for sale and you can check out his website at AusFR.com.au If you're interested in the bike you can contact him from the Contact Us page!

AND INTERESTS OUTSIDE MOTORCYCLING?

Motorsport – I'm an F1 and GT racing tragic. I like to tinker around the garage and am tossing up the idea of building a kit car.

WHAT WOULD YOU NEVER DO AGAIN?

Hmm, I don't think I've done anything that made me not want to do it again.

I'm pretty game for anything – just ask Jeff! [Yep. He's a loose unit – Ed].

WHAT'S YOUR WORST HABIT?

Nothing – I'm perfect!

WHO COULDN'T YOU DO IT WITHOUT?

Angel (my wife) is my rock. Without her AusFR would never have existed and I'd still be turning spanners on a dirty engine somewhere. My kids Caelum and Cassie. **FB**

ESCAPE ANYWHERE



Take the road less travelled, take the road less gravelled. Introducing the latest edition to the V-Strom range, the V-Strom 650XT Cross-Touring. Built to go further than ever before, the XT is infinitely customisable with a wide range of genuine accessories. Learner Approved model also available. Experience adventure from \$12,690 Ride Away.*

V-Strom 650XT
ABS

*Offer available at participating Suzuki Dealers only.



Way of Life!



AGV K-3 LID

AGV's K-3 SV helmets have been developed using their Finite Element Analysis technique in order to maximise comfort, aerodynamics and safety, both for racers and for road riders looking for performance and comfort. A special ventilation system also provides optimal airflow, with the XQRS visor mechanism making visor swaps effortless.

Also featured is a removable sun visor, breath deflector and chin strap protection, with removable liners and a quick release helmet retention system. Available in sizes XS-XL for between \$259.95 and \$299.95 RRP depending on the design. With winter on the way it's the perfect time to nab a new lid!

Cassons.com.au

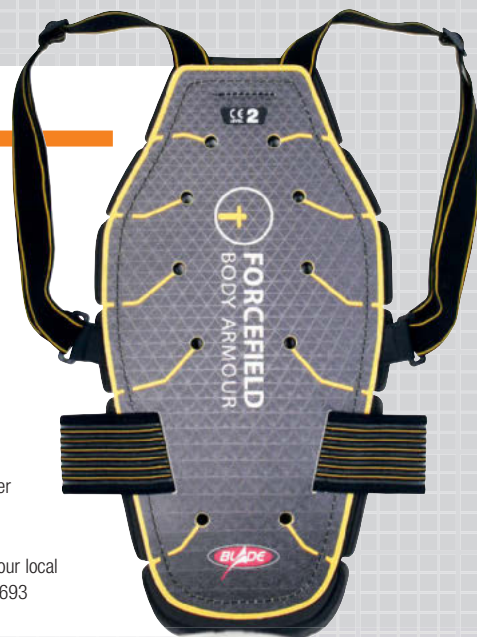
FORCEFIELD PROTECTION

The Forcefield Blade Back Protector offers maximum protection with the least impact on rider comfort and movement, ensuring protection is never a drag at the track or on the road.

Designed to be as lightweight as possible, the Blade Back Protector features Nitrex Evo - a shock absorbing material designed to breathe, mold to riders body shape and retain flexibility.

A combination of specialised energy absorbing materials and Repeat Performance Technology allows multiple impacts without any reduction in protective performance and keeps the Blade Back Protector as compact as possible. Fully adjustable waist and shoulder straps ensure a neat and comfortable fit.

The Blade Back Protector is CE Level 2 certified and available in sizes X-Small to Large for \$169.00 RRP at your local motorcycle shop. **ProAccessories.com.au** (07) 3277 0693



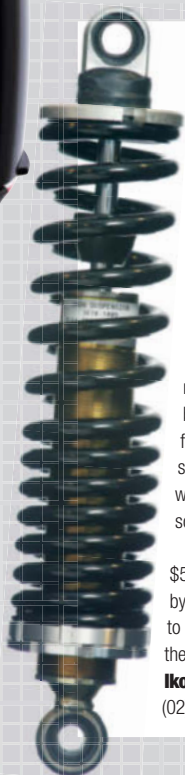
IKON SHOCKS

Ikon 3610 Series shock absorbers are a steel bodied monotube gas pressurised design, specifically for monoshock systems and featuring adjustable damping, via the spring seat screw thread, allowing for fine tuning.

The shocks are rebuildable and revalvable, with Ikon shocks made in Australia and the business priding itself on being flexible enough to make custom shocks to customer's needs when they don't already produce something to suit.

The 3610 Series starts at \$550.00 RRP, with price varying by model and shocks available to suit older models, such as the BMW K100 from 1983.

IkonSuspension.com
(02) 6040 9955



VERTIX RAPTOR-I

The Vertix M-Series Raptor-i is specifically designed for motorsports, providing clear, uninterrupted mobile communications at speeds of up to 210km/h and is weather-proof for all conditions.

The EZ-Mount system allows simple and easy adjustment and you can listen to FM radio, MP3 player or Sat-nav, or communicate with up to three riders within 800m. Battery life is an impressive 8-10 hours for a full day's riding, with a 30-day standby. Designed to suit both full face and open face helmets, this is the ultimate communication solution for two wheels! **SecurityGear.com.au**

ROAD RACERS

The Sportec M7 RR is the new supersport tyre from Metzeler created to ensure the highest levels of handling and safety, even in the difficult situations encountered on typical Australian roads, such as wet, rough and dirty asphalt.

The Sportec M7 RR comes from the road racing experience of the brand of German origins and is the designated successor of Sportec M5 Interact, featuring all-new profiles, the use of innovative materials in the structure, new compounds and a brand new tread pattern. The new Sportec M7 RR's main strengths are the sporty handling, excellent behaviour on wet roads and high mileage - increased by 20 per cent compared to its predecessor the M5 Interact. Visit your nearest Metzeler stockist for more info or check out the full *Tyre Test* on page 91.





HEL PERFORMANCE BRAKE LINES

Sick of spongy brakes or sub-par braking performance? Hel Performance brake lines are stainless steel and use stainless steel fittings, which won't rust and are all made in Britain using Star Micronics CNC machines.

Hel Performance Australia are the official distributor in Australia and make all products to spec using the all British components, offering a number of kits for most makes and models.

For new or unusual models or custom bikes, like our Long Term 2013 675R we had a set of brake lines made specifically to suit the ABS system, choosing to go with red lines to match the bike's details and add a bit of bling. So if you've been thinking about upgrading to braided lines, look up Hel Performance Australia, Dean will be happy to help you out with any custom lines you may need!

HelPerformance.com.au (07) 3869 3016.

TRIUMPH STREET PROTECTION

Crash protection is a great method of reducing damage to your motorcycle in the event of a drop or accident and Triumph's Engine Cover Protectors and Frame Protectors for the Street Triple R are a great product that look good and are a subtle addition to your bike. The durable long glass nylon engine cover protectors bolt directly onto the existing engine casings.

Supplied complete with all fasteners these engine protectors meet race regulation requirements and feature raised sections in high wear areas. The complete set includes clutch cover, alternator and crank cover for \$235 RRP.

The bespoke frame protectors also offer additional protection in the event of a fall. Manufactured from durable nylon, these frame protectors require no cutting of bodywork to install and are styled to compliment the Street Triple's R aggressive features. \$209.95 RRP.

TriumphMotorcycles.com.au



MOTUL INSECT REMOVER

Sick of heading out for a short ride, only to return home bug splattered and facing a lengthy bike cleaning job or risking damage to your bike's paint?

Motul have the answer with E7 Insect Remover. This spray on cleaner doesn't drip and dissolves organic grime in next-to-no time. Give it a few minutes to work and you can wipe off the mess with a soft microfibre lint-free cloth, plus it also works on bird droppings!

Motul's E7 Insect Remover is part of its External Care range, which includes E1 Wash & Wax, E2 Moto Wash, E3 Wheel Clean, E4 Perfect Seat, E5 Shine & Go, E6 Chrome & Alu Polish and E8 Scratch Remover. Visit your local motorcycle shop to stock up! \$9.90 RRP. **Linkint.com.au**

VENTURA LUGGAGE SYSTEM

Sick of lugging around a tank bag or strapping bags to the tail? Check out Ventura systems, with a variety of kits available, whether you're looking for a topbox, soft luggage or just a small sports pack for a few items.

We've just fitted the Rally-Euro Touring-kit to our Long Term Triumph Daytona 675R, with a 44L bag that can expand to 56L, reflective stripes, bound seams, Ballistic heavy-duty fabric and all the necessary mounting hardware. Fitment was easy, requiring just basic tools and four holes through the undertail, for a neat and secure connection to the subframe. Plus once you've got a system fitted, switching between the different racks, Grab-Handle or Top-Box mount is quick and easy.

\$399.00 RRP gets you the full Rally-Euro Touring-Kit with all mounting hardware and instructions for fitment, including the Rally-Euro Bike-pack. See our *Tech Tips* this issue for the full install.

We've also got a Sports-Rack and 10L Sports-Pack we'll be fitting and testing next issue! The Sports-Rack is \$90.00 RRP or \$259.00 RRP for the kit including mounting hardware and the Sports bag is \$80.00 RRP. Visit your local bike store to order or for more information. **Kenma.com.au**



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JEFF'S RETRO GEAR

On occasion Jeff's been known to feel a bit old school, particularly if he's jumping on an older bike, like his own restored GSX-R750. When he's taking it easy and just heading down to his favourite café for a latte... well maybe the bottle-o for a longneck, here's what he wears on his old bikes.



SCORPION PHOENIX JACKET

This stylish Phoenix Jacket from Scorpion features 100 per cent A-Grade leather, with CE Approved removable shoulder, elbow and back protectors for optimum protection to match the classic styling and retro 'distressed-look' leather. Two chest and two back zipper vents also provide airflow in the warmer months, while the waist is adjustable thanks to a zipper and button tabs.

This jacket is one of the most comfy bike jackets that I've owned. It's my daily wearer. The vents are fantastic and can be zipped closed or open. The internal pocket fits an iPhone and the lining is easy to zip out. The armour is really comfy and the back protector a good size. 10/10.

Available in sizes 38-54 in Antique Black and Antique Brown, \$399.95 RRP. Cassons.com.au

BULL-IT JEANS

These Covec Laser 4 jeans from Bull-it are ideal for the times when full leathers aren't necessary but you're still riding. Available in a variety of finishes, these 'Dirty Wash' are a casual jean, with 60 per cent internal Covec coverage for impact and abrasion prevention. Knee and hip armour can also be added into inbuilt pockets, with side and rear seams triple stitched for additional strength. The design is breathable, lightweight and has a water repellent finish for good measure.

I've been wearing these jeans a lot lately and they are brilliant. The waist securing system takes a bit of getting used to, with the button to the side, but once I wore them a dozen or so times they were worn in and a comfy fit. Good pockets, not too hot to wear like other brands can be. Great jean and good for casual protection.

Available in sizes Regular 28-40 (waist) with a 32 Inseam, and Long 32-40 (waist) with a 34 Inseam for men, or in sizes 8-18 for women. \$199.95 RRP. Cassons.com.au

SCORPION DAKOTA GLOVES

These lightweight Scorpion Dakota gloves are designed to offer maximum comfort and feel and feature 100 per cent leather construction for protection from the elements.

Available in men's sizes XS-3XL and women's sizes 2XS-XL for \$49.95 RRP. Cassons.com.au



GAME REVIEW

RIDE



If you're into your videogames and enjoy racing, then you're probably aware that *RIDE* was released March 20, for Xbox One, PlayStation 4, PC, Xbox 360 and PlayStation 3.

Milestone's first proprietary IP, *RIDE* takes players around the world to 15 different tracks, each rendered in exceptional detail and designed from exact GPS data to ensure they are true to their real world counterparts.

You'll be competing on over 100 machines from a variety of manufacturers, split into four distinct categories to suit any rider – nakedbikes, supersports, superbikes and historical bikes.

I was lucky enough to test the game prior to release, where I tried out the Yamaha MT-07 (the unrestricted international version), a 1999 and 2015 R6 as well as a FZR750R at the Sierra Nevada circuit, with a total of 15 tracks available, including seven GP tracks, five country tracks and two city tracks with an additional track still to be announced at the time of testing.

Of particular interest to *Rapid* readers will also be the fact that customising your bike and gear is possible, allowing your bike to better reflect your dream bike, perform as you would prefer or even look like the machine you have in your garage!

What made *RIDE* so instantly amazing was the exceptional control you have over the motorcycle you're riding, coupled with the massively different performance each machine has to offer – a true reflection of the bikes and offering some great competitive situations testing out different machines.

Winning requires finesse, skill, knowledge of the track and riding a motorcycle will certainly help, with engaging gameplay that has you coming back for more – whether it's to bag a better result, improve your time or beat your mates.

For a first time player I was using automatic mode to avoid the necessity of trying to work the gears while getting used to the controls and tracks, but look forward to being able to try this out in the future for additional control, in a system which, as a motorcyclist, is a great representation of riding.

The level of detail in the tracks was amazing, with awesome scenery and jaw dropping backdrops, while your characters behaviour and body language while riding is incredibly accurate.

The motorcycles themselves are also amazing representations of the bikes, with exceptional attention to detail thanks to a close partnership with the manufacturers included.

On console the game is playable with a split screen by two players, if you have an extra controller, while true multiplayer online actually allows up to 16 different players to compete in a single race, with single races or championship modes available to see who's the true ace *RIDER*!

Other modes include Endurance, where you compete against another player on the same bike along the same long route, Drag Racing, Track Day Challenge and Time Trial, adding additional dimensions and challenges to the gameplay.

The bike customisation itself is broken into five categories – appearance, transmission, brakes and suspension, wheels, and engine, with the rider gear available including such names as Shoei, Alpinestars, Arai, Dainese and many more!

Naturally the single player campaign, or The World Tour mode allows competitive results driven gameplay, with wins in various modes providing credits which can be spent on your rider gear or bike, while you unlock new machines and upgrades by completing challenging tasks.

If you love your gaming and motorcycling you need to try *RIDE*, as this is the motorcycle video game for 2015.

RIDE is available on PC for \$49.95 RRP, for PS4 and Xbox One for \$99.95 and for PS3 and Xbox 360 for \$69.95, at all good videogame stores.



WIN RIDE

We have six copies of *RIDE* to give away, three each on Xbox One and PlayStation 4! All you have to do is email inbox@rapidbikes.com.au with the subject *RIDE* and tell us in 25-words or less why you reckon you deserve to be one of the lucky six gamers.



THE SHOT

WORDS & IMAGE: **HEATHER WARE**

HEADING TO GREEN HELL

I took this shot of Jeff as we headed to Nurburgring, Germany, so he could fulfil a lifelong dream of lapping the famous Nordschleife. We were young, free and incredibly excited about the trip. We'd planned it for years and to top it off we were the first press in the world to ride the B-King on public roads, thanks to Suzuki Germany.

As we rode to Nurburg, the closer we got, the more Jeff was beaming. We stopped near the track so I could get this

shot. I think it captures the freedom of motorcycling and the exhilaration that a performance bike provides.

It's a special shot as this time the trip was about the destination not just the journey and it is a great motorcycling memory and moment for us...

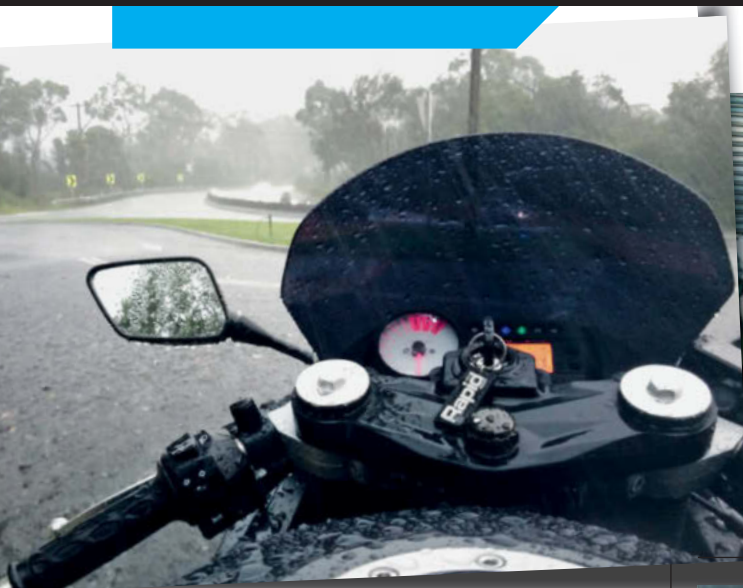
The photo was taken with a Canon 10D fitted with a 200mm lens, aperture F/8 shutter speed 1/250 to get lots of speed blur. I was on top of a banking so there was lots of room for panning. **RB**

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ROHIT, HYOSUNG GT250R

Here's a pic of my first bike – a Hyosung GT250R during a fun outing. I liked the bike because it was the only LAMS bike with low clip-on bars and a big fuel tank and gave me confidence when in the aggressive riding position. Every time I got pulled over by an RBT the Coppers would ask if the bike was learner approved which is a good feeling. Value for money and overall, this LAMS bike is amazing.

It looked good and was a good quick bike to learn on but could have done with ABS as I did happen to lock my brakes up and write it off, still riding a bike is more than worth it.

My next bike will be an MT-07, Street Triple 660 or a DR-Z400SM still yet to decide.

Mods on my Hyo included: RG Racing fender eliminator, mini arrow blinkers, tinted screen, custom exhaust hanger, Scorpion exhaust, aftermarket brake and clutch levers, cool white headlights.

It happens to the best of us, you just have to learn from your experiences – some lessons are always learnt the hard way! Ride safe and let us know what you end up buying and what you think. Nice keyring!



TOM, SUZUKI HAYABUSA, YAMAHA WR250R

Just a pic of my current prides of joy – one off road, one bullsh*t quick on road. Love both of these bikes and take any chance to ride. The best of each class in my opinion!

They do say variety is the spice of life and you've got it in spades there!



TRISTAN, 1998 KAWASAKI ZX-9R

Here is my pride and joy – old technology but I think it does the job to stand out in the crowd. It's a 1998 Kawasaki ZX-9R in custom orange and black with an airbrushed tank and polished frame and rims. It also has a 6.5in stretched swingarm, Remus exhaust, K&N airfilter, larger front sprocket, lowered front forks, lowered rear, HID headlight and Shinko tyres.

It'll soon have an air ride system for the rear and a 240 wide tyre.

Nice Tristan, the '90s had some wicked machines that are well capable of holding their own against the current crop.

That's a great clean example of just such a thing!

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WINNER

AIDEN, 2013 DUCATI 848 EVO

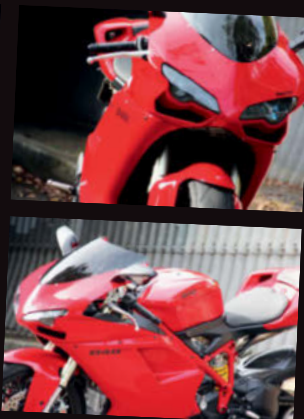
Just thought I'd share my pride and joy – a 2013 Ducati 848 EVO. I've made a few small modifications but plan on some more very soon.

I like the modifications to be subtle so as to keep the factory look but I also like to add that personal touch. So far I've fitted a tinted Zero Gravity screen, Ducati seat cowl, carbon-fibre key guard, carbon-fibre rear fender, carbon-fibre exhaust heat shield, aluminium bar ends, mini-indicators (rear), Termignoni carbon-fibre slip-ons, upgraded ECU, K&N airfilter, Ducati

Performance billet alloy foot pegs and carbon-fibre heel guards (not fitted in photo).

This bike is amazing to ride and one of the best handling machines around. And that exhaust note! I hope you enjoy the photos. Stay safe and happy riding.

Those definitely are some subtle mods there Aiden but very tastefully done. The 848 is also a real looker and a weapon, can't go wrong there!



SCOTT, 1995 ZXR750 DIRT DRAGGER

Here's my recently finished 1995 ZXR750 Dirt Dragger, which shares the Trench Wench name with my previous dirt dragger, which was featured in *Rapid Bikes*.

You'll probably remember Scott as the owner of 'Trench Wench', featured in issue #90 – a GSX1100 converted for dirt drag racing and it looks like his new project inherited the same name!



ADAM, 2014 KTM 390 DUKE

Hi there, I saw on Facebook that you were after some bikes for *My Ride* and I'd like to share my bike. It's a 2014 KTM Duke 390 and I've done the following to it – Akrapovic slip-on, K&N airfilter, R&G Racing radiator guard and tail tidy, KTM Power Parts – gel seat, seat cowl, shorty levers, bigger windscreen, oil filter cap and brake cylinder cap, Oggy crash knobs, Rizoma 'bar-end Reverse Retro mirrors. I think it's quite a nice looking bike and I hope you agree.

We certainly do Adam, those 390 Dukes are an amazing little machine – super light, lots of power for the ccs and heaps of fun!

ADRIAN, 2011 SUZUKI HAYABUSA

I am wondering if you would show my 2011 Suzuki Hayabusa in your *My Ride* section?

My last big ride was from Melbourne up to Thredbo for the Snowy Ride via the Omeo Highway. I now know what motorcycle heaven is.

Very nice Adrian, those are some amazing shots of your bike from White Line Photography.



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MY SHED

NAME: SCOTT AGE: 34

CURRENT BIKES: 1995 VFR750 'FIGHTER', 1992 GSX1100G DIRT DRAGGER, 1995 ZXR750 DIRT DRAGGER, 1999 'BUSA' 'FIGHTER PROJECT AND POSTIE HACK.



The bike collection with both Trench Wenches.



Assorted trophies on display.

MY SHED

FIRST SHED:

A 6m x 6m shared with the car.

AND YOUR CURRENT SHED?

6m x 9m with a double carport attached.

IS IT COMPLETE?

Pretty much – it has everything I need. I can watch the GP, bike DVDs or crank the music and work on bikes all in one area. The fridge is there and if I didn't have to shower, eat or be civilised I'd never come out.

One thing I'd like to do is to enclose the carport to make some more space, more space equals more bikes.

MOST USED ITEM?

Fridge.

FAVOURITE TOOL?

1/4 drive set.

MOST PRIZED ITEM?

Bike bench, I should have bought one a long time ago.

TINKERER OR PROCRASTINATOR?

A bit of both really, I always have to play with something but I am also happy to sit and stare at my projects until I'm set on what I want to create.

WHAT ARE YOU WORKING ON NOW?

The 'Busa is a repairable write-off I bought to make a new streetfighter project.

TUNES?

Disturbed, AC/DC, Pink Floyd, The Doors.

POSTERS?

Well over 100 *Streetfighter* posters, *Rapid* posters and the glory wall of previous features in *Rapid* and other mags.

BEER TRAGIC?

No, a Jack or rum man.

NEXT ON THE LIST?

Fill in the carport so I can build a bar in there and get some of that stuff out of the shed and maybe seal and paint the floor. **RB**

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FABIO QUARTARARO
2014 CEV MOTO 3 SPAIN CHAMPION

RFX RACE
White / Black



NED SHAW

HOMETOWN: MELBOURNE
AGE: MY FRIENDS SAY I COULDN'T POSSIBLY BE A DAY OVER 27. OR MAYBE 28. **OCCUPATION:** SENIOR RESEARCHER, FACULTY OF TROUBLEMAKING, MOTORCYCLE UNIVERSITY.



WHAT WAS YOUR FIRST RIDE?

Vespa.

HOW OLD WERE YOU?

12 or 13. Target fixation. I hit a tree. It was the only one for miles. The Vespa never ran again.

YOUR CURRENT BIKE?

10 at the moment but mostly the Buell.

WHAT ARE YOUR HOBBIES AND INTERESTS?

Motorbikes, hardcore sex, any drugs and rock 'n' roll. Like, you were expecting something else? Is there something else?

WHAT ARE YOUR AMBITIONS AND GOALS?

Goal: To not get caught. Ambition: Ever.

WHO INSPIRES YOU?

Hunter S. Thompson, 'cept he's dead and I don't wanna be that for a while yet. Marc Marquez has also shown a certain flair for riding and I think, if he tucks in behind, I could show him a few tricks. He seems like a bright kid who could catch on. Maybe.

WHAT MAKES YOU HAPPY?

See 'hobbies and interests'.

WHAT MAKES YOU AGRO?

Car drivers who don't look, or who do look but don't care.

WHAT WOULD YOU NEVER DO AGAIN?

Miss an opportunity to rearrange the door panel of a car whose driver doesn't look or doesn't care.

WHAT'S YOUR WORST HABIT?

See 'hobbies and interests'.

YOUR FAVE BIKE IS?

Anything with a big, grunty motor that makes a growly noise.

WHAT TUNES DO YOU LISTEN TO?

Good time rock 'n' roll.

BESIDES *RAPID*, WHAT'S YOUR FAVOURITE MAGAZINE?

Retrobike. Don't tell Poppa Shaw, but I have a grudging respect for the old man.

WHAT'S THE BEST BIKE YOU'VE RIDDEN?

Aprilia Tuono.

WHO COULDN'T YOU DO IT WITHOUT?

See 'hobbies and interests'. **RB**

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IF ONLY...

Long overdue for an update, we gave Yamaha's YZF-R6 a virtual makeover...

W

hile 2015's YZF-R1 is getting plenty of attention with its magnesium wheels and MotoGP influence, we can't help feeling sorry for the YZF-R6. Launched to much fanfare in 1999, the R6 had the looks to match its impressive road and track performance and was an instant hit.

Minor updates followed then a major redesign in 2006 saw a bias to the racetrack with more revs, slicker styling and fly-by-wire throttle control. Some smaller tweaks in 2012 kept the R6 in the race but with shrinking interest in the whole supersports class the R6 has dropped down the Yamaha priority list... until now. Here's what we'd like to see.

ENGINE

The original R6 engine was a classic design with stacks of useful mid-range grunt, which is perfect for the road but was also blessed with a fiery top end too.

The 2006 refresh was another animal altogether. It revved higher, peakier, made a little more power but in a track-focussed manner. Later updates helped balance this but it remains today as one of the least compromising sports 600s available.

We'd like to see Yamaha use their crossplane technology in the next R6 to give us back the midrange and an almost V4-like sensation. With smaller pistons and some of the new titanium components as used in the new R1, it could seriously re-ignite interest in the whole 600cc market. On the fly ignition mapping would mean instant power delivery tailoring to the conditions – wet roads or dry racetrack? The choice is yours.

COLOURS





CHASSIS

Based on R1 components, our R6 would use lighter versions of the swingarm, frame and forks. Identical calipers on slightly smaller discs and more traditional alloy wheels. The R6 was always pathetic at carrying passengers anyway so we haven't even pretended anyone will sit on the back. Adjustable footpegs and handlebars come as standard to alleviate some of the discomfort that the R6 has become known for.

BODYWORK

While there are styling cues from the latest R1, it also takes inspiration from the rest of the Yamaha range including the R125 and new R3. The central air intake remains the best place to force air into the airbox but smaller LED headlights reduce weight without sacrificing illumination power. No pillion provision means a lighter, smaller sub-frame can be used keeping the lines of the tail unit uncluttered. Come on Yamaha, you know you want to.

MID MONSTER

Ducati's 821 bridges the gap between the 659 and 1200 Monster...

TEST: **KRIS HODGSON** PHOTOGRAPHY: **DUCATI**

Ducati's Monster 821 continues the iconic bloodline, with a few quirks like its dual-sided swingarm and cable operated clutch with a super competitive price and enough performance to leave you wondering whether the 1200 would really be a necessity.

First impressions of the 821 were what we've come to expect from Ducati, with exceptional build and finish quality and an L-twin donk that's capable of hooning duties around town or out on the open road.

Priced at just \$16,490 plus on roads, it's easy to see that the Monster 821 is aimed at discerning middleweight buyers looking for plenty of performance without compromising on all the additional features that are becoming an expectation on the top end machines.

Ducati's electronics are present of course, with the Ducati Safety Pack providing ABS and Ducati Traction Control, with Riding and Power modes allowing the choice of Sport, Touring or Urban to vary power and

Ducati's Monster 821 is a more budget-minded machine but hasn't really made many concessions in doing so.

delivery for a more enjoyable ride in the varying road conditions you're likely to face, particularly for an everyday ride.

Power delivery is strong down low, with Urban mode ideal for stop and start city traffic, or commuting at lower speeds but feeling noticeably more restrained and a little laggy at higher speeds when opening the throttle to take off. There was also a bad flat spot at 3000rpm in Urban on

our press bike. Urban mode does however reduce power to an easily manageable 75hp from the peak 112hp and could (without misfire) do double duties for a wet mode in really poor conditions.

Sport on other hand is noticeably more lively with much more instantaneous throttle response, especially higher in the rev





CHASSIS

The Monster 821 features a trellis frame mounted directly to the cylinder heads and the engine for greater torsional stiffness, with both the shock and trellis sub-frame also mounted to the engine. The 10-spoke wheels are lightweight aluminium offerings, while brakes are high spec Brembo monobloc M4-32 radial calipers with 320mm rotors and ABS as standard. 43mm USD forks combined with a Sachs adjustable monoshock were chosen to balance performance with cost, with the double-sided swingarm also helping keep costs down without sacrificing handling.

range and when moving at speed, while Touring caters more towards the safety aspects, without

hindering overall power too greatly, instead using the RbW system to soften the connection between throttle and engine for smooth riding.

The APTC slipper and self-servo wet clutch also come into play, ensuring that rolling off the throttle doesn't unsettle the 821, with more aggressive downshifting possible and producing additional excitement through the wicked exhaust note it produces.

Shifts are easy via the cable-operated clutch which is lighter than many of the hydraulic clutch systems I've used, while the

gearbox itself is positive but clunky. Perhaps more km would smooth the gearbox out. The brakes are top notch, with Brembo M4 radial Monobloc calipers providing plenty of stopping power on the front end and backed up by ABS, while on the rear a two-piston Brembo caliper grasps a 245mm rotor for additional control and provides a good level of bite and stopping power for a rear brake system.

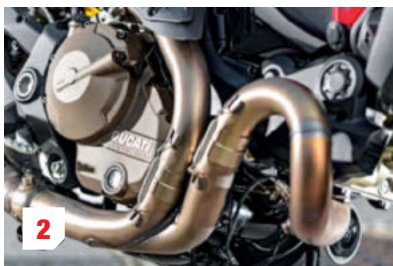
The stainless steel mufflers are tasteful items and dual cans in black really stand out from the plain stainless sheathe they protrude from. They are also surprisingly noisy for a stock system and Ducati seems to be one of the few brands bucking the trend of releasing bikes that almost sound electric, so quiet and restricted are the exhausts! The Monster 821 system on the other hand absolutely growls at idle ▶

ENGINE

The 821 Monster has the engine from the latest Ducati Hypermotard, with the 821cc Testastretta 11° L-twin engine tweaked for an additional 2hp and incorporating a secondary air system similar to that of the 1199 Panigale. The vast majority of torque is available from just 5500rpm, with power delivered strongly and joined by a slipper function in the wet clutch that allows aggressive downshifting and a smooth transition on and off power. Peak power is 112hp, just 23hp lower than the Monster 1200, with torque 89.4Nm at 7750rpm.



1



2



3



4



5



1. The dual-sided swingarm looks great. 2. Massive diameter header pipes have heat shields to protect the rider. 3. The wide seat is all about comfort. 4. The dash has plenty going on with a great electronics system on the 821. 5. The stock exhaust looks and sounds great.

Of course the torquey twin is a nakedbike rather than a sportsbike and has a definite slant towards a slightly more relaxed, if still hoonish, riding style.

The ergonomics of the bike are great apart from the exhaust shield cutting into your leg when at a stop with your foot down supporting the bike, while reach to the 'bars is easy and natural and the adjustable seat height provides for those of shorter stature.

In the warmer weather heat was a problem but bearable.

Overall I was highly impressed with the Monster 821, with the bike's looks, particularly in white catching plenty of eyes and complements. The double-sided swingarm and cable clutch are both advantageous when it comes to maintenance, with the bronzed swingarm matching the engine covers and to a lesser extent the exhaust headers to great effect.

If you're considering a middleweight bike, particularly a naked, give the Monster 821 a good hard look, the value this bike offers is hard to beat, especially in such style! **RB**

Getting the Monster 821 onto its side on is really rewarding, with plenty of torque on hand in Sport mode to fire you through the twisties.

SPECIFICATIONS

2015 DUCATI MONSTER 821

Ducati.com.au

PRICE: \$16,490 + ORC (Dark – 15,990 + ORC)

WARRANTY: Two-year, unlimited kilometre

COLOURS: Star White Silk, Red, Red with Stripe Livery, (Dark Stealth)

CLAIMED POWER: 82.4kW[112hp]@9250rpm

CLAIMED TORQUE: 89.4Nm[65.9ft-lbs]@7750rpm

WET WEIGHT: 205.5kg

FUEL CAPACITY: 17.5L

ENGINE: Liquid-cooled, Testastretta 11° L-twin, Desmodromic four-valves per cylinder, 821cc, 88 x 67.5mm, 12.8:1 compression, 53mm Mikuni throttle-bodies, APTC slipper clutch, RbW, DTC, Riding Modes, Power Modes, stainless steel muffler

CHASSIS: Tubular steel Trellis frame

SEAT HEIGHT: 785-810mm

WHEELBASE: 1480mm

SUSPENSION: USD non-adjustable 43mm forks, fully adjustable progressive Sachs rear shock

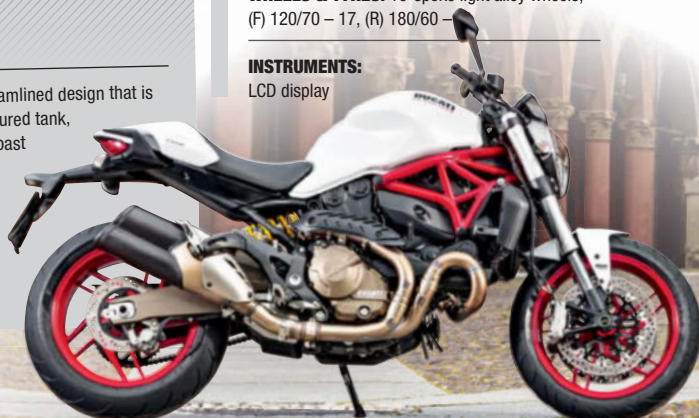
BRAKES: ABS, dual front 320mm rotors, Brembo M4 Monobloc four-piston calipers, 245mm rear rotor, two-piston caliper

WHEELS & TYRES: 10-spoke light alloy wheels, (F) 120/70 – 17, (R) 180/60 – 17

INSTRUMENTS: LCD display

STYLING

Styling is a personal thing but hard to fault, with a streamlined design that is iconically Ducati, from the trellis front frame and contoured tank, to the aggressive tail and exhaust. The headers twine past the engine, with a guard ensuring the rider doesn't contact any heated areas. The exhaust note drums away louder than you would expect but instantly reminding you that this is a Ducati, while the overall finish quality on all components is flawless. Ducati call it minimalist and they've done a great job.



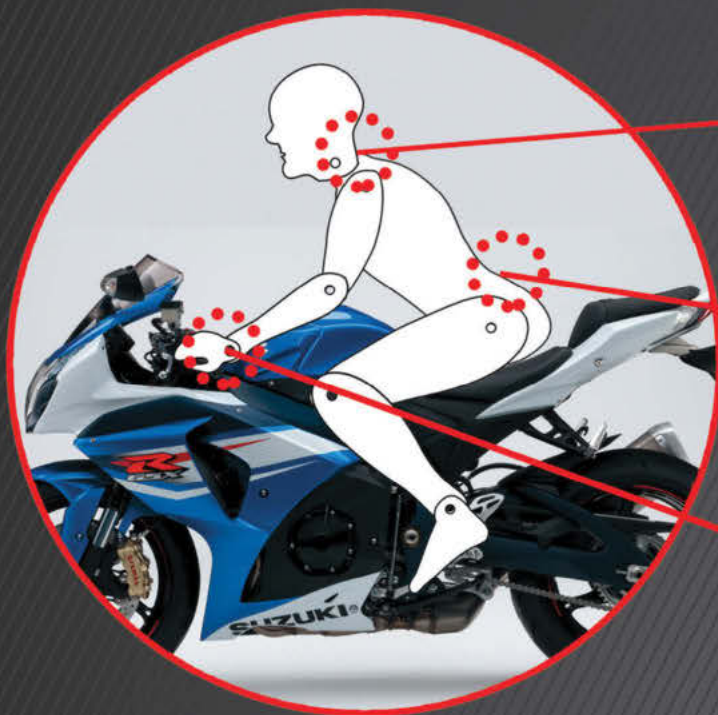
and roars on song, with earplugs a necessity for longer rides, especially if you're thrashing through the twisties.

Suspension is an adjustable Sachs shock on the rear which does an exceptional job and didn't need any tinkering for my 70kg weight, while the non-adjustable 43mm front forks were also incredibly good.

The bike handles very well for your regular road use, feeling planted and tracking well through the twisties even at fun speeds but reaches its limits when pushed hard. The level of control and confidence the bike inspires for general riding is however impressive.



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TECH HIGHLIGHTS

- New 998cc crossplane in-line four-cylinder, four-valve engine
- Maximum power output of 200PS (without ram air pressurization)
- 199kg wet weight / 179kg dry weight
- Race-developed aluminium 17L fuel tank
- Lightweight cast-magnesium wheels
- ABS with Yamaha Unified Brake System
- Wide seat with race-developed fuel tank for optimal riding position
- 6-axis IMU for 3-dimensional motion detection
- Banking angle sensitive Traction Control System (TCS)
- Rear wheel Slide Control System (SCS)
- Quick Shift System (QSS)

ROSSI'S RIDE

The all-new YZF-R1 and R1M have set a new standard in pure sportsbike performance... yes, the wheel has been reinvented...

Pure supersport armed with the highest technology. Those are the words Hideki 'Hugo' Fukiwara, Project Leader of the 2015 YZF-R1, told his team of engineers and designers as they penned the future of Yamaha's flagship performance motorcycle. For 2015 there were to be no compromises when it came to racetrack performance. This is a motorcycle designed purely for the racetrack with the fastest possible lap time in mind. Streetability is a by-product. Yamaha are back to win and in 2016 when they start WSBK again we will learn if they have been successful in reinventing the YZF-R1. Until then, keep an eye on our domestic superbike class racing as well as AMA, BSB and All-Japan...

It's fitting then that the YZF-R1 was launched at a racetrack. For the third generation in a row, Yamaha chose to conduct the World Press Test of a new R1 model at the Western Sydney SMSP circuit, formerly Eastern Creek Raceway.

The Yamaha staff chose to use the new extended Brabham full circuit to showcase the handling of the bike in tight sections and fast sections, rather than the more flowing and enjoyable Grand Prix layout. On any bike it's a tough section of track but the YZF-R1 certainly made work easier than any other litre-class bike I've ridden there. I could easily have been fooled



into thinking I was on the world's most powerful YZF-R6 such is the diet that the R1 has been on.

Aside from the name, YZF-R1, there is literally nothing carried forward from the previous generations. Everything is new and so far (no street ride as yet) all improved. For full technical details refer to our breakouts on Engine, Chassis & Styling or Electronics.

Developed by Japanese test riders in partnership with AMA star Josh Hayes and

The YZF-R1 has been designed with track use in mind as a priority and streetability is not known yet, however, early indications are that it should be a good weekend blaster. Can't see a Ventura rack and bag on it though!

MotoGP hero Valentino Rossi, the R1 is very much styled on the M1 and Yamaha have wisely brought over technology from Rossi and Lorenzo's championship winning machines. It is refreshing to see happen – all that development in MotoGP genuinely landing with the consumer. There is the stock version, in at \$23,499 + ORC as well as a limited edition \$29,990 + ORC up-spec M model – more on that later in the test in the M section.

I've had four YZF-R1s in the past. I had a 2005 model, followed by a 2007 model then a 2009 big bang and a 2012 big bang. The latter bikes were fantastic street bikes but I never enjoyed them on the track. Heavy means hard work and there was no way out of it – Yamaha had to put the R1 on a radical diet and as soon as I saw the bike in pit lane and sat on it I knew it was going to be fixed...

“Aside from the name, YZF-R1, there is literally nothing carried forward from previous generations...”

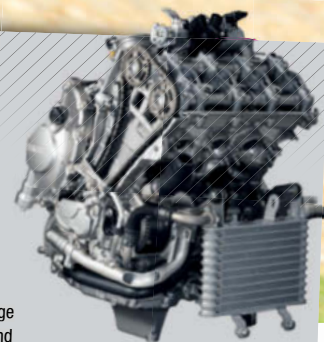


1. M1 inspired triple-clamp, suspension adjustments all on top. **2.** Magnesium wheels and incredible braking package gives the YZF-R1 that racer feel.

ENGINE

The new R1 crankshaft incorporates a lightweight primary coupling balancer subsequently reducing the inertial moment for strong acceleration and consistently high linear torque levels.

The engine is equipped with a 13.0:1 high compression cylinder-head that features reshaped ports together with large intake and exhaust valves of 33mm(IN) and 26.5mm(EX). Valve angle is narrower to achieve a compact pent roof combustion chamber. The engine features titanium fracture-split connecting rods that are 40 per cent lighter than steel. The fracture-split design also ensures that the big end shape has an extremely high level of circular precision.



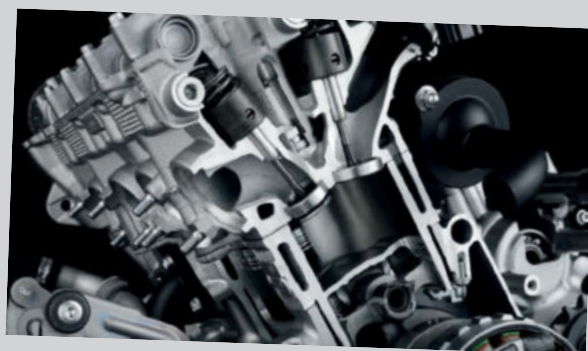
Newly designed forged pistons utilize a box-shaped 'bridge-box' construction on their underside that gives high levels of rigidity combined with low weight. For the first time in its history, the R1 adopts a new rocker arm valve drive mechanism with a lever ratio that gives a higher valve lift than the cam height, while also decreasing the load on the cam for reduced frictional losses.

A big 10.5L litre airbox is featured. The new R1 is also equipped with a Yamaha Chip Controlled Throttle (YCC-T) operating a newly developed fuel injection system featuring two-directional 12-hole main injectors that direct their high pressure spray at the back of the intake valves. Secondary injectors operate at higher engine speeds and deliver their fuel spray from the upper part of the intake funnel. A newly designed exhaust system is manufactured mainly from titanium.

The new assist and slipper (A&S) clutch has been designed to match the new engine's high power and torque delivery, and as well as being 19 per cent lighter than the current model's clutch, its diameter is also reduced by seven per cent.

The new engine uses a centralised method of delivering oil to each individual big end from the end of the crankshaft, resulting in minimal frictional losses. The lightweight magnesium oil pan uses a sunken bottom design that lowers the surface level of the lubricant.

By inhibiting the interference between the crank web and the oil, this design cuts power losses and contributes towards the new R1's high output.



New crossplane crank, titanium fracture-split conrods, lightweight 79mm pistons, narrower valve angle.



TESTING TIMES

Ergonomically the bike is different to anything I've felt. There is no R1 generational familiarity at all.

The reach to the 'bars is 55mm further now and 10mm longer to the 'pegs. However, 'pegs to 'bars is reduced 5mm. There is plenty of room but I still feel too big for the bike. The fuel tank is low and it almost feels like there is no fuel tank there – making me

feel a bit exposed.

The screen is a good size and the dash easy to read at a standstill, with a lot of info to take in.

The seat is great – soft, wide, flat and roomy. The 'bars are in a position that puts a lot of weight on them. I can't work out why (I've been studying images and still I can't work out why but it was common feedback among the taller journo's) present on the test. ►



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BLADE The Blade back protector is simplicity at its best. The all-new Blade Back Protector was designed with very clear objectives, to be as lightweight as possible, to be as flexible as possible and to be as thin as possible whilst still offering unrivalled levels of impact protection.



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The Pro L2K EVO is constructed in multiple layers that are stitched with Kevlar® thread for increased strength and durability and perforated in such a way as to allow partial movement of the inner layers. This movement has a dual purpose, to make the protector more comfortable by allowing it to mould to the body shape and to pump air through the multiple perforations to build up and ventilate between the back when in use.



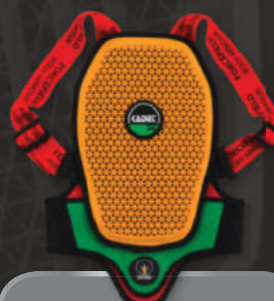
FORCEFIELD FLYER

Lightweight, flexible, comfortable and ultra-thin the Forcefield Flyer Children's back protector is CE approved to EN1621-2, which guarantees the highest levels of protection are provided in the event of an impact.



PRO SUB 4

The Pro Sub 4 back has been engineered to make it even more flexible and comfortable than ever whilst still offering the ultimate in protection. The award winning Forcefield Pro Sub 4 back protector was designed to withstand greater impacts than any other motorcycle back protector currently available.



FORCEFIELD KADET

Designed specifically for children the fully CE approved Forcefield Kadet back protector is constructed using Nitrex Evo® a unique high tech shock absorbing highly flexible material combined with dense and light-weight layers of foam to ensure the ultimate in protection and comfort. Suitable for children with a torso length up to 29cm the Kadet allows young riders to be protected with high levels of impact protection whilst not having movement and comfort restricted, critical when starting out in sport.



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The switchblocks are trick with a cool new style click and scroll mouse for menu browsing.

I fire the bike up with the new starter button/kill switch, select first gear and roll out of pit lane. I've been riding here for 20-years so that means I am lucky enough to be able to focus on the test rather than which way the track goes.

After the sighting laps it is go time and as I run onto the front chute I twist that YCC-T throttle wide open for the first time. The R1's acceleration is stunning – the LIF wheelie control stopping the bike getting too high. Seat of the pants dyno it feels like a genuine 185-190-rear-wheel-horsepower bike (note: we were told our bikes ran the Track ECU – no speed limiter and no linked brakes). But it is not the power that impresses and thrills; it is the rapid acceleration that really stands out and above 11,000rpm the bike keeps revving like mad!

Thanks to high compression, a lightweight crankshaft, titanium conrods, lightweight pistons and a conrod ratio that promotes acceleration this engine revs fast. For a non-pressurized (turbo or supercharged) engine it is amazing how much air it gulps! The gearbox action via the quickshifter is swift and positive and

progress forward comes at a rapid rate not unlike that of a real world superbike. In fact, my vote is this is the fastest accelerating production litre-class bike yet. I'm yet to ride the S 1000 RR, new RSV-4 or 1299 Duke though.

The bottom-end punch of the older model has gone but the mid-range and top end is incredible. The slipper clutch is brilliant and the bike runs into turns like a two-stroke.

I tried the TCS, SCS, PWR and LIF on 3 across the board for my first session – this was too intrusive so was reduced to 2 across the board, then 1 across the board. I finally settled on 1 for TCS, 1 for SCS, LIF switched off and PWR set to L2, as the throttle was smoother on P2. I did not have time to test launch control, QSS settings or YRC presets. I needed another full day or two to fully explore this – and this test was purely a six-session sample for us journalists.

There were some aspects of the YCC-T that I felt could be improved as I felt I did not have a connection between my throttle hand and the back tyre – the very thing Yamaha engineered into this bike – but can't judge that fully until I have more time to play with settings to get the throttle/ride connection more natural

1. Titanium four-into-one with EXUP valve that opens at 7500rpm. 2. LED lights with indicators integrated into the mirrors. 3. QSS quickshifter, magnesium engine covers, neat rearsets/footpegs. 4. KYB shock is soft on stock settings but has plenty of range for adjustment.

feeling to give that rider control back. The rest of the rider aids were first class. The TCS very smooth and I did not notice the SCS directly but I do know the rear tyre was really wrecked by the final session and the bike was very loose – however, it just moves around but does not crash. The anti-wheelie I preferred not to use.

Handling was never a strong point for the outgoing R1, which was heavy and bulky with a heavy crank and engine that was low and forward. Not so now...

Steering is fast and accurate on initial turn, the front-end feel is confidence inspiring on the brakes into turns and the bike hooks up and drives off corners incredibly well. Mid-corner the stock standard out of the crate suspension settings were soft for my 94kg and experience level, not doing the bike any favours but we adjusted that out quite a lot with simple preload and compression and the cornering performance improved.

I would have kept going much firmer had I had more sessions. There was some rear tyre sidewall pump on the gas exiting turns with the RSR10 also. With more time and set-up the potential is there for the bike to be brilliant but with TCS, SCS, LIF, LCS, QSS, PWR and YRC there are endless set-up options and ownership ▶



“My vote is this is the fastest accelerating Japanese production litre-class bike yet...”

is the only way to explore these set-up options available.

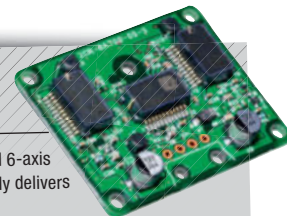
Braking performance is first rate. Initial bite is strong but very controlled and the lever can be intimately modulated into the turns. I did not feel the ABS at all (Track ECU has a special track ABS setting), however, although the linked brakes were disabled, the rear of the bike would still back into turns on the brakes – without rear brake input from me. More front fork support would help. Easy fix, five-minutes.

Mid-turn corner speed is good but once you crack that throttle make sure you are on line as the bike will fire off with ferocious speed. It's a deep on the brakes, turn and fire off the corner bike for the modern riding style. Short wheelbase bikes can definitely be fantastic for old school sweeping lines too – as long as the geometry is right – and the R1 is no exception. It just makes more sense to get on the fat part of the tyre and use

the amazing engine acceleration and electronics package.

Back to the fuel tank size. I use a fuel tank a lot – I place my sternum on the edge of the side of a tank while I corner and brake/corner. I also use my abdominal area help support myself under brakes and my outside arm to support myself during cornering. These points of contact were not accessible for me on the R1, meaning all of my weight was on the 'bars/my arms. This meant I could not steer smoothly or lock onto the bike and steer with a relaxed upper body. I noticed a lot of the taller riders who were fast also getting tired on the bike for the very same reason I suspect. Tank grips for ■

ELECTRONICS



The new R1 is equipped with a highly sophisticated 6-axis Inertial Measurement Unit (IMU) that instantaneously delivers comprehensive machine running data to the ECU.

Developed exclusively for the new R1, this 6-axis IMU consists of three gyro sensors that measures machine pitch, roll and yaw, as well as three G-sensors that transmit data on forward/backward, left/right and up/down acceleration. By constantly analysing this data, the IMU is able to establish the R1's position and behaviour – including lean angle, slide speed and pitching rate. Data is then sent via a CAN system to the ECU that makes real time calculations and instantly adjusts the R1's various electronic control systems in order to achieve optimum performance with high levels of controllability.

This in turn has enabled Yamaha to equip this new superbike with the most advanced MotoGP technology, such as a banking angle sensitive rear wheel Slide Control System (SCS) and Traction Control System (TCS).

TCS is able to optimise the drive force to the rear tyre by monitoring the difference in speed between the front and rear wheels, and if it detects that rear wheel traction is being lost, the ECU adjusts the throttle valve opening, fuelling and ignition timing accordingly.

The R1's newly developed TCS takes the concept to the next level by using additional data relating to the bike's banking angle when calculating the optimum rear wheel control settings. For example, when the R1 is cornering at a high banking angle, the IMU's sensors will activate the TCS to a higher level of control than when the motorcycle is upright allowing the R1 rider to achieve optimum performance on a circuit, or whether powering out of a corner or accelerating in a straight line.

Yamaha's patented Slide Control System (SCS) is designed to limit sideways movement of the rear tyre by adjusting the engine's output to an optimal level via the ECU when a slide is detected.

The third weapon in the R1's control armory is its LIFT control system (LIF) that has been developed to control front wheel lift when accelerating hard.

For fast, smooth and efficient starts, the Launch Control System (LCS) restricts engine rpm to below 10,000rpm even at full throttle. This control system also uses information from the TCS and LIF systems in order to maintain an optimum level of engine output when accelerating away from the start line, allowing the rider to concentrate fully on the crucial first few seconds of any race. The Quick Shift System (QSS) gives seamless upshifts.

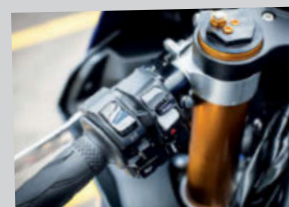
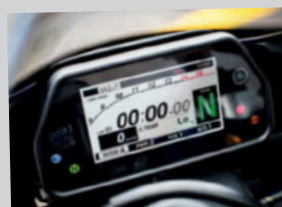
The newly developed Power mode selection (PWR) gives the option to choose from a selection of four different adjustable running modes.

The YRC offers four grouped presets for quick and simple 'one-click' selection of all electronic controls through easy handlebar switches. In the (YRC) each of the control modes can be freely adjusted into new combinations based on user preferences and riding environment.

With its wide array of electronic controls, the new R1 produces a mass of information and Yamaha have developed an effective new rider-machine interface that conveys the data in a clear and intuitive manner.

The dash can be set to either 'Street' or 'Track' mode with a choice of a black or white background. In 'Street' mode the display features items such as gear position, while the tachometer bar display uses different colours as the revs increase, allowing the rider to instantly comprehend the data. Other items available in 'Street' mode include odometer, tripmeters, real-time fuel efficiency, average fuel efficiency and amount of fuel consumed.

In 'Track' mode the display shows specific information with a high degree of clarity, such as lap number, lap times and a stopwatch function. The bar type tachometer display starts at 8000rpm and runs to the red line, and the gear position indicator is prominently displayed to the right of the panel.



1. The M models comes with electronic Ohlins suspension, a wider 200-section rear slick, lower final gearing and a polished swingarm. **2.** The M badge is an exclusive touch **3.** Polished alloy tank is very trick, full factory look.



As used by Superbike Rider Ben Henry.

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the knees might help or sliding the 'bars down the forks – but then you have the issue of more weight on the front. Not sure what the fix is there but it is something I have never struck before. Bikes are getting too small!

Aside from that – which would not be an issue on the street – I rate the new YZF-R1 a 10/10. It has improved incredibly and set a new benchmark of performance and technology. A true MotoGP bike for the customer. The last time Yamaha gave us a true racer for the road was with the OWO1 and this new YZF-R1 certainly makes me feel it is as special as the OWO1 was...

YZF-R1M

I rode the YZF-R1M for the afternoon sessions. Before I tell you how amazing it was, I should explain what you get for \$29,990 + ORC.

The YZF-R1M is equipped with an Öhlins Electronic Racing Suspension (ERS) system.

This system takes data from the 6-axis IMU and various sensors and based on the running conditions the system's Suspension Control Unit (SCU) makes integrated adjustments to the front and rear suspension. This new Electronic Racing Suspension (ERS) offers a choice of Automatic and Manual modes, and within each of these two modes there

is a selection of three different settings.

The design of the ERS also permits the independent adjustment of the compression and rebound damping functions. As a genuine 'factory racer', the YZF-R1M is equipped with a full carbon fairing, carbon front guard and carbon seat cover. Fitted as standard equipment on the YZF-R1M, the Communication Control Unit (CCU) allows riders to record a wide range of running data, including lap times, speed, throttle position, GPS tracking, lean angle and more. Data can be viewed, compared and shared on a tablet using a wireless connection with the R1's CCU, enabling riders to analyze the previous race or track session and make any necessary adjustments.

So how does the R1M compare to the R1? First of all the extra grip of the Bridgestone V02 slick tyres made a huge difference and makes it difficult to compare to the bike on treaded tyres. The M also had a larger rear sprocket fitted to compensate for the 200-section tyre but still, gearing was much more suited to the track and first gear was not required.

Ergonomically there is no difference (5mm seat height) between the bikes but the ride experience is very different. The M is fantastic and much more like a set-up racer or track day bike.



1. The YZF-R1M is bound to become a collector's item. 2&3. Öhlins Electronic Racing Suspension (ERS). 4. The Communications Control Unit (CCU) is mounted on the rear cowl and is a valuable tool for the techno heads.

CHASSIS & STYLING

Featuring gravity cast components that are welded together to form a single structural unit, the compact aluminium main frame offers an ideal balance of strength and rigidity. Weighing in at just 199kg with full oil and fuel and only 179kg dry the R1's racing DNA is evident in the design and construction of every component.

The new wheelbase is 10mm shorter and the 570mm swingarm is 15mm shorter. Both the caster and fork offset are the same as the current R1 and axle diameter is increased by 3mm to 25mm.

The suspension has been developed by KYB in association with Yamaha. The 43mm forks give 120mm of travel. At the rear end, the newly designed upward-truss swingarm activates a link-type Monocross system.

The R1 is equipped with ABS and also Yamaha's Unified Brake System. With the Unified Brake System, operation of the front brake also generates a corresponding braking force at the rear and when the rider operates both the front and rear brakes, the Unified Brake System controls the balance of braking force that is applied to each brake.

The new cast magnesium wheels represent a weight saving of nearly 900g. The 17-litre aluminium fuel tank weighs 1.6kg less than an equivalent steel design.

By using aerodynamic analysis to create a more efficient shape, Yamaha's designers have succeeded in producing a cowl and screen that deliver a reduction of eight per cent in wind resistance. In a further move to achieve a low overall weight, Yamaha's designers have chosen to equip the new R1 with LED headlights and LED position lights.

The body design of the new R1 has been shaped by the demands of the racetrack, and for this reason Yamaha used their winning MotoGP M1 as inspiration.

One of the most revolutionary design features on the new R1 is its radical new face with a unique 'headlight-less' look. In place of the usual twin headlights, this front cowl is equipped with thin and straight LED position lights, while the compact new LED headlights are located within the leading edge of the side cowl.



The automatic mode on the ERS was fine for me and the firmer fork springs made a huge difference to the bike on the brakes. The rear shock is marginally firmer but I still found it soft in the back – easily adjusted. Obviously the quality Ohlins suspension makes a difference but I would be interested to try the KYB with the same spring rates as the Ohlins to get a true comparison. The M

suspension helped bring out the true potential in the R1 chassis and handling and I was definitely able to push much, much harder on the M. The M would be my choice – and it is more collectible too when it comes to resale value. However, \$6k extra is a fair amount of money for most of us.

Both bikes are very trick. So, which one? Hmm. Decisions... **RB**

The YZF-R1 comes in Blue and Silver or Red and White, while the M comes in Black and Silver colours. All three look stunning and the quality of finish is perfect, with deep paint and perfect welds and alloy polishing. Stunning.

SPECIFICATIONS

2015 YAMAHA YZF-R1 (M SPEC'S IN BRACKETS)

PRICE: \$23,499 (\$29,999) + ORC

WARRANTY: Two-year/unlimited kilometre

COLOURS: Blue and Silver, Red and White, (Black/Black and Silver)

CLAIMED POWER: 147.1kW[200hp]@13500rpm

CLAIMED TORQUE: 112.4Nm[82.9ft-lbs]@11500rpm

CLAIMED WET WEIGHT: 199kg (200kg)

ENGINE: Liquid-cooled, four-stroke, crossplane forward-inclined parallel four-cylinder, four-valve per cylinder, DOHC, 79 x 50.8mm bore x stroke, 998cc, 13.0:1 compression, banking sensitive TCS/SCS, LIF, LCS, QSS, PWR power modes, YCC-I, YCC-T, six-axis IMU, (CCU), magnesium oil pan, titanium four-into-two-into-one exhaust

GEARBOX: Constant mesh, six-speed

CLUTCH: Assist and Slipper clutch, wet, multiple-disc

CHASSIS: Aluminium Deltabox frame, aluminium upward-truss swingarm, magnesium sub-frame, **RAKE:** 24°, Trail: 102mm

SUSPENSION: 43mm KYB fully adjustable telescopic forks, KYB rear shock, (Ohlins Electronic Racing Suspension forks and rear shock)

BRAKES: Banking sensitive Racing ABS, Unified Brake System, dual 320mm front rotors, dual monobloc four-piston calipers, 220mm rear rotor, single-piston pin-slide caliper

WHEELS & TYRES: Cast magnesium 10-spoke wheels, 120/70 – 17 (f), 190/55 – 17 (r) (200/55 ZR17), Bridgestone RS10 (Bridgestone V02 slicks)

DIMENSIONS:

SEAT HEIGHT: 855mm (860mm)

OVERALL HEIGHT: 1150mm

OVERALL LENGTH: 2055mm

WIDTH: 690mm

WHEELBASE: 1405mm

INSTRUMENTS: TFT LCD display



TWEAKED

'FIGHTERED HAYABUSA





WORDS: **KRIS HODGSON** PHOTOGRAPHY: **CYC STUDIOS**

BOSS BUS 'FIGHTER

This 'fightered Busa has earned the name 'The Boss' for good reason...

For Matty – as he's known to his friends – the list of bikes he has owned is long, with everything from a Honda XR100 through to two previous Suzuki Hayabusas, several CBR600 F4is, an R6, a ZX-10R and plenty more.

This particular Hayabusa however was the result of a long affair with streetfighters and nakedbikes and the need to create something new.

"It all started out years ago when I

realised I was in love with nakedbikes and streetfighters," explained Matty. "And I've had my eyes on a fat rear tyre ever since first seeing one but I didn't want to have the same bike as everyone else.

"So I decided it was time to build my bream bike..."

Naturally if you're thinking of a wickedly fast custom bike the Hayabusa is always near the top of the list but when it comes to creating a streetfighter it becomes a whole new kettle of fish. ■

The Hayabusa may have the performance but stripping off those fairings and 'fightering' what's left is a challenge that can end in disaster if not done properly – they aren't a pretty beast sans-fairings – at least not without a heap of work.

"After going through the options out there, the Suzuki Hayabusa was the perfect base to start with, since it had a big 1300cc motor that's both strong and reliable", Matty added, "And I knew with a larger rear sprocket the bike would be a lot more fun and there are plenty of other power options and mods out there for these bikes."

The catalyst for this project was in part that Matty has been battling Leukaemia for six years, spending a lot of time in hospital saying, "It wasn't fun but gave me a lot of time to plan and think about exactly what needed to be done..."

"I finally purchased a clean 2006 Hayabusa from a guy in Melbourne and paid too much but having owned Hayabusas in the past I have always been happy with the power and rideability but never with the looks – I saw a lot more potential for styling."

"So I got right into it and started ordering parts from all over the world."

A quick glance over Matty's Hayabusa quickly reveals the lengths he went to in creating something unique, with parts from a huge variety of sources, combined with some local ingenuity from local experts such as Benjamin Micallef and Ben Shaw of Extreme Creations.

One caveat to this build is that Matty is into stunting, meaning that stretching out the Hayabusa to any great extent wasn't on the books, with Matty preferring to stick close to the standard wheelbase to ensure wheelies weren't out of the question! Plus Matty wanted to keep the bike practical for the road but still capable of 'murdering the streets' as he put it. Sounds like our type of machine!

The rear end has seen some of the greatest improvement, such that it's hard to tell this isn't just how the bike is meant to look, with the Hayabusa's bulbous tail section replaced thanks to Matty's mate Benjamin Micallef.

Benjamin fabricated up a custom sub-frame to accommodate a GSX-R750 tail which Matty had his eye on.

The custom sub-frame adds height to the tail, while the GSX-R750 tail has a fender eliminator for a much cleaner look to match the integrated rear indicators. The Hayabusa seat was also swapped out for that from the GSX-R750, which is a tidier and more streamlined unit, that sits lower and may not be as comfortable but looks a little more at home on the sportier rear-end.



Matty wanted to keep the bike practical for the road but still capable of 'murdering the streets' as he puts it...

Equally impressive is the powdercoated swingarm from Roaring Toyz – which takes a 300-wide rear tyre and features adjustable length as well as being OSD (outside drive), which means no need for a jackshaft and additional chain. This helps reduce the number of components that will wear, as well as maintenance and power loss and helps handling. A heavy-duty chain was added however, for safety's sake as well as to accommodate the slight change in length.

The swingarm adds a range of adjustability with Matty explaining they kept it close to the minimum extension to retain the bike's handling characteristics, "Since I love stunt riding I really wanted a longer swingarm for burnouts and getting into some big drifts," Matty said, "But I had to make sure she could get up and wheelie for a little extra fun, so I only went a few inches over the standard length, which turned out to work well."

The rear caliper was retained, although an aftermarket mounting hangar was required to fit it to the Roaring Toyz swingarm, while the stock rear rotor was replaced with an aftermarket wave rotor.

As mentioned the benefit of the Roaring Toyz swingarm is avoiding the addition of

a jackshaft and secondary chain but the rear sprocket has been replaced with a 50T custom item in order to increase low end performance, at the expense of the rarely used top end – particularly for a more stunt-orientated build like Matty's.

Moving towards the front of the bike, the bike was sent to Ben from Extreme Creations to have the tank modified to fit an integrated the dash, with space on the 'bars at a premium thanks to a number of other modifications, including the fitment of a set of billet Extreme Creations triple-clamps in black, with the risers grasping a set of LSL drag 'bars'.

The tank itself was specifically modified by Ben to fit the Acewell ACE-5856 speedometer, which incorporates speed, rpm, a clock, odometer, temperature and trip meters, indicator lights, a fuel gauge and warning lamps – a fully functioning dash.

For the tank modifications Ben created a CNC steel insert to fit the dash that was welded into the tank, before the edges were blended to make fitment look like a factory job. Ben was also responsible for all the rewiring required to fit the dash, connect up the headlight and ensuring everything ended up looking as clean as it currently does. ►

1 & 5. The Gimbelle bellypan and aftermarket clutch case really bring the 'fighter look together. **2.** Nissin master-cylinders with adjustable levers on both sides of the LSL 'bars. **3.** A custom Extreme Creations bracket mounts the Ohlins damper. **4.** 2013 Hayabusa Brembo calipers.



'FIGHTERED HAYABUSA

The Extreme Creations triple-clamps also allow the fitment of a set of 2013 Hayabusa forks, complete with the updated Brembo four-pot calipers, while the rotors are aftermarket wave units for a more aggressive look and match the rear rotor. The front guard is a Honda CBR1000RR item, with customised mounting points to fit the 2013 Hayabusa forks and is much more aggressive than the original.

The front wheel is the stock 2006 item with an aftermarket axle and spacer kit to suit the 2013 forks, with Matty customising the wheel himself to add the bolts through the inner rim for a bit of a bling effect – without the need to purchase a whole new wheel! The rear is a three-spoke RC Components billet CNC 300-wide item, holding an Avon Cobra 300mm rear tyre for that impressive rear profile. The front is also fitted with a 150/70 tyre instead of the standard 120/70 tyre to give the front-end a beefier look.

On the 'bars the clutch and brake master-cylinders from Nissin are joined by aftermarket billet adjustable levers, while the original ignition is cleverly incorporated into the Extreme Creations triple-clamp. Naturally the brake and clutch lines are HEL Performance items. An Ohlins steering damper is



also held in place by an Extreme Creations bracket, to help avoid tank slappers while hooning, with both master-cylinders receiving fluid via vertical feed billet reservoirs. The 'bars are finished off with simple aftermarket grips and 'bar ends for good measure.

The headlight kit Matty sourced out of Poland and came complete with the mask and a dual globe setup for high and low beams. The alien-seque mask was part of the package and certainly works to good effect,

with the aftermarket indicators mounted to resemble ears for the 'face'. Custom mounting brackets from Ben at Extreme Creations hold it all in place and are a clean solution for the front-end, with all the wiring well hidden.

Keeping the bike looking clean around the tank and frame is the addition of an air scoop on the right side, while on the left under-tank panels bridge the gap between the tank and frame. A two-piece billet coolant overflow tank also adorns the left side of the bike thanks to Ben from Extreme Creations, with the original ugly plastic item having no ▶



1. Aftermarket windowed clutch cover. **2.** The Acewell dash is seamlessly installed thanks to Ben from Extreme Creations. **3.** Indicators are mounted to the headlight mask and the ignition incorporated into the Extreme Creations triple-clamps. **4.** The custom sub-frame by Benjamin Micallef.

OWNER PROFILE

NICKNAME: ItzMatty
LOCATION: Sydney, NSW
AGE: 31
HOW LONG INTO BIKES: 11 years.
OTHER BIKES OWNED: Honda XR100, Honda CRF250, Honda CBR250RR, Yamaha YZF-R6, five Honda CBR600 F4i, Suzuki GSX-R1000, two Suzuki Hayabusa, Honda CBR600RR, Triumph Speed Triple, Kawasaki ZX-10R, Kawasaki ZX-636

BIKES DESIRED: One of everything but I love customising bikes and adding my own style to have something different, so who knows maybe a custom bobber?

OTHER INTERESTS: Part time/semi-retired streetbike stunt rider. I run a marine aquarium business setting up aquariums and selling live corals. Recently I have spent a lot of time in hospital fighting Leukaemia which motivated me to get out and get better quickly so I can continue building my dream bikes.





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place on a 'Fighter build, with the cheap and easy option of just painting it avoided.

A Gimbell fibreglass bellypan covers the lower sections of the engine, largely hiding the titanium Ti Force headers, with only the custom stainless steel ItzMatty shorty pipe peaking out towards the rear wheel and ensuring the bike is not just seen but also well and truly heard.

The story behind the exhaust, and particularly it sharing one of Matty's nicknames is that he used to import the stainless steel pipes into Australia and sell them. When he came to building this bike he found he had a single muffler left unsold and despite the pipe already being a shorty design, he organised for it to be further cut down for the ultimate stubby look for the low mount exhaust.

What does remain visible however is the wicked aftermarket billet windowed clutch cover case, while the airbox contains a K&N airfilter, with a Power Commander III coming with the bike when Matty first purchased it. The bike was actually fitted with a set of Yoshimura dual pipes at the time and tuned via the PCIII but the Yoshimura pipes as nice as they were, were never going to suit a 'fighter build and Matty sold them to help fund the replacement items mentioned earlier.

The PCIII was retained though but hasn't been tuned yet, with the next big step – the addition of a turbocharger coming first, so that all tuning could take this into account.

The colour scheme – simple but intimidating – was a collaboration between Matty and Andy from Complete Smash Repairs in Kirrawee.

This 'Fightered 'Busa may not be turbo'd yet but it already looks amazing and Matty took it to Sydney Dragway and managed a 10.3 but that was shutting off early as the bike developed massive headshake on reaching 200km/h. Having run a 10.2 when he first bought the bike, Matty recons the bike is capable of better once the headshake is under control.

"I've tried a few solutions to the headshake but haven't had any luck yet," said Matty, "And I ride the bike twice a week, normally for an hour or two.

"The bike is really easy to ride and handles really well, it's also low and comfortable and is extended just enough for burnouts and wheelies!"

We look forward to seeing whether Matty pulls the trigger on a turbo kit and seeing the next iteration of 'The Boss'. **RB**



1. ItzMatty extra Shorty muffler. **2.** The mask and headlight assembly was from a aftermarket manufacturer in Poland. **3.** Roaring Toyz 300 OSD Fat Tyre swingarm. **4.** Extreme Creations billet triple-clamps, LSL 'bars and custom mounted Ohlins steering damper.



SPECIFICATIONS

ENGINE:

2006 Suzuki Hayabusa, liquid-cooled, in-line four-stroke, DOHC, 1299cc, 81 x 63mm bore x stroke, Power Commander III, K&N airfilter, custom 50T rear sprocket, aftermarket clear clutch case, Ti Force Titanium headers, custom ItzMatty Shorty muffler

CHASSIS:

2006 Suzuki Hayabusa, Extreme Creations custom billet triple-clamps, LSL 'bars, 2013 Suzuki Hayabusa forks, Ohlins adjustable steering damper, custom Extreme Creations damper bracket, Roaring Toyz 300 OSD Fat Tyre swingarm, aftermarket front wave rotors, 2013 Hayabusa Brembo four-piston calipers, aftermarket rear wave rotor, HEL Performance braided brake and clutch lines, Nissin brake and clutch master-cylinders, aftermarket billet fluid reservoirs, modified 2006 front wheel, Michelin Pilot 150/70 front tyre, RC Components billet 300 wide rear wheel, Avon Cobra 300mm rear tyre,

BODYWORK:

Custom paint by Complete Smash Repairs, Extreme Creations headlight bracket, Gimbell fibreglass bellypan, Extreme Creations billet two-piece overflow tank, modified stock tank with flush mount Acowell ACE-5856 speedometer, aftermarket headlight and mask from Poland, aftermarket grips, bar ends, adjustable levers and front indicators, aftermarket right side air-scoop, G Unit footpegs

SPECIAL THANKS:

- Ben Shaw from Extreme Creations
- Benjamin Micallef for the sub-frame and custom parts
- Kev Mitchel from VCN Seats and Upholstery
- Andy from Complete Smash
- My girlfriend, friends and family for putting up with me!



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Those with long memories will remember the mighty Yamaha TZ750. That fire-breathing, bone-crushing F750 two-stroke that saw more riders to an emergency ward than almost any other in road racing history. It's a machine that's gone down in racing folklore as one only the best and bravest could control.

Now, thanks to US builder Richard Pollock of Mule Motorcycles and the formation of the KRAVE Group, the TZ750 name is roaring once again.

This TZ750-inspired machine is not

just an R1 with a new dress – the chassis is a complete, ground up custom build, wrapped around an ex-Larry Pegram, 2004 Yamaha YZF-R1 superbike engine with a genuine 180hp at the rear wheel.

Pollock was commissioned to build this weapon by Richard Varner (the V in KRAVE, the others being Terry Karges and Wayne Rainey – yes, that Wayne Rainey), as a promotional tool for the new KRAVE MotoAmerica road racing series, the new AMA Superbike Championship.

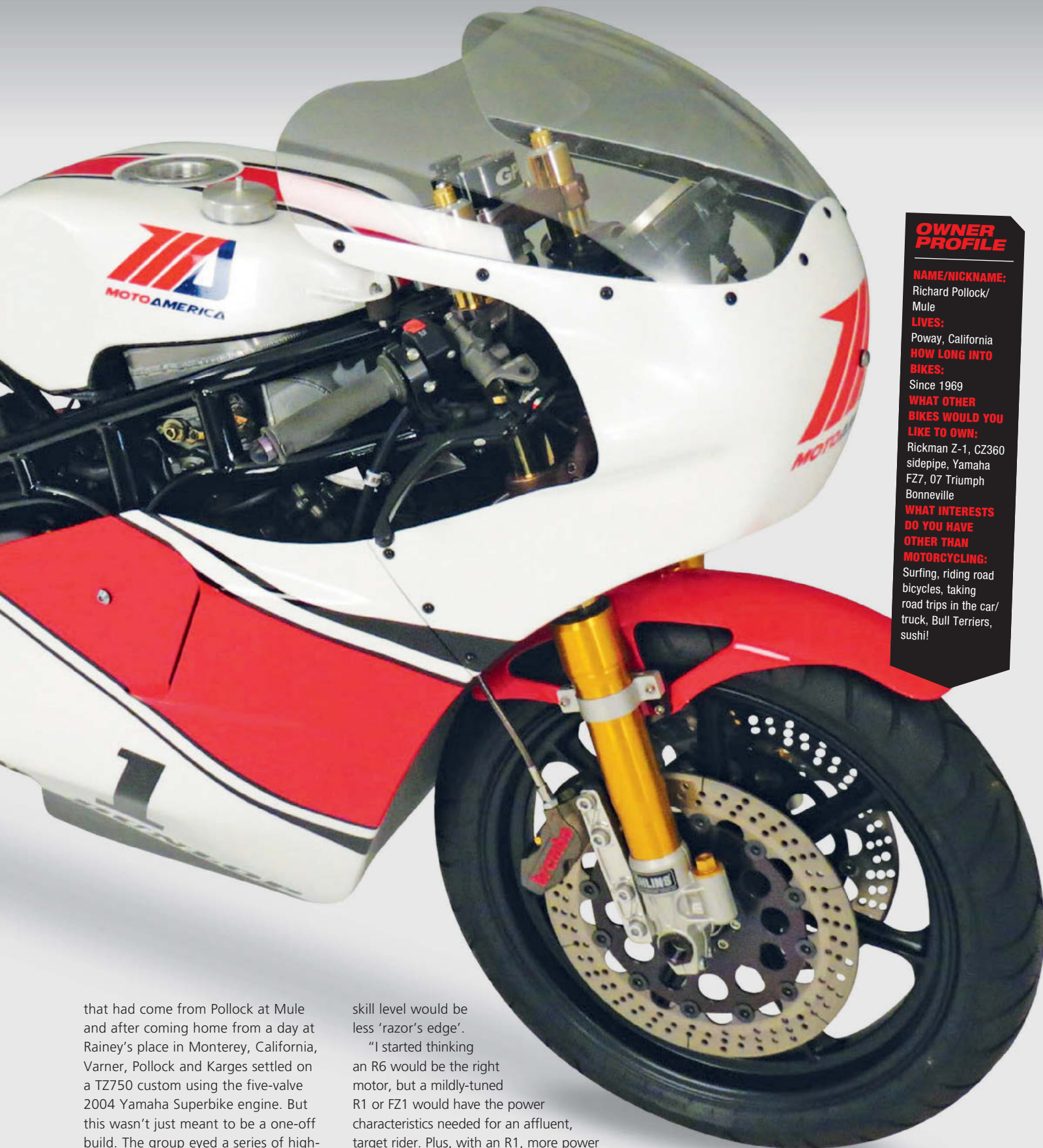
Rainey had seen some earlier XS650 Street Tracker customs



WORDS: **RENNIE SCAYSBROOK** PHOTOGRAPHY: **DAVID CONNOLLY**

RAINEY'S RIDE

This is not your average Yamaha YZF-R1. In fact, it's not your average motorcycle.



OWNER PROFILE

NAME/NICKNAME:

Richard Pollock/
Mule

LIVES:

Poway, California

HOW LONG INTO

BIKES:

Since 1969

WHAT OTHER BIKES WOULD YOU LIKE TO OWN:

Rickman Z-1, CZ360
sidepipe, Yamaha
FZ7, 07 Triumph
Bonneville

WHAT INTERESTS DO YOU HAVE OTHER THAN MOTORCYCLING:

Surfing, riding road
bicycles, taking
road trips in the car/
truck, Bull Terriers,
sushi!

that had come from Pollock at Mule and after coming home from a day at Rainey's place in Monterey, California, Varner, Pollock and Karges settled on a TZ750 custom using the five-valve 2004 Yamaha Superbike engine. But this wasn't just meant to be a one-off build. The group eyed a series of high-end production bikes, which had a large bearing on what engine they eventually chose.

POWER PLAY

"We needed to use an engine that would be exciting and readily available in the future," Pollock says, "Thinking that if we did do some sort of production run, the bikes would be expensive. That meant the buyer would be older and the

skill level would be less 'razor's edge'.

"I started thinking an R6 would be the right motor, but a mildly-tuned R1 or FZ1 would have the power characteristics needed for an affluent, target rider. Plus, with an R1, more power would always be available at the twist of a credit card. Had we known the MT-09 was coming, I'd have put that motor in it."

The Superbike credentials of the engine were never in question and when Pollock acquired the donk, the previous owner gave it a full service so Pollock hasn't yet pulled it apart.

"I know it has headwork, cams and a slipper clutch. And right on 180hp at the wheel," Pollock quips. The

donor bike was equipped with a Sato Titanium exhaust, so Pollock retained the four-into-two-into-one headers and collector and installed an Arrow Hayabusa muffler out back. There's also a Power Commander V taking care of fuel metering, the ECU lives under the fairing, while the tiny li-ion battery sits in a custom carbon-fibre box in the tail section of the machine. ▶

TWEAKED

KRAVE R1

HOLD ONTO YOUR HATS

But where this bike is extra special is the custom, bespoke tubular chassis and bodywork. Constructed using 4130 aluminium with a 31.75mm diameter and 16mm wall thickness by way of a JD Squared Hydraulic Tubing Bender, this part was actually, "Fairly simple," Pollock says, "The bender made quick work of it. But there will be no flex, that's for sure!"

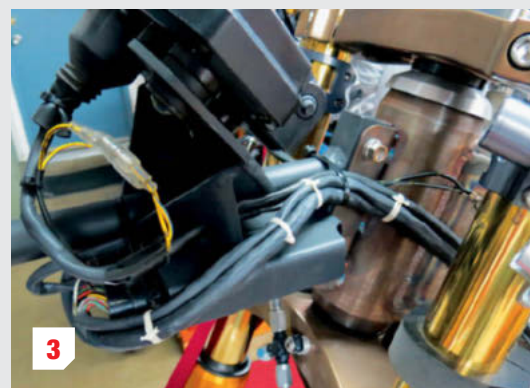
"We built the tubes around the motor. However, as with the Street Tracker-style bikes I normally build, it's easy to get a bike on wheels with the motor in. The hard part comes when you have to start adding stuff like master-cylinders, voltage regulator, air sensors, battery, solenoid, ECU, connectors, breathers, PC, tip-over switch, water hoses, catch bottle and a billion wires. Add to that, the TZ750-style we were after has a very sparse, see-thru rear subframe, so we couldn't just hang a bag of components back there. Ask any builder and they'll tell you – the bracketry is where the magic is!"

"It was at least six months and the frame was on and off the motor a hundred times. We'd put a tube in and then take it back out, add gussets, remove gussets, back and forth until it fit bitchin' with the clearances we needed. This is a prototype, so all the tricky stuff had to be figured out on this frame."

To that end, Pollock commissioned Dave Earl at Trac Dynamics to design and construct the 6061 aluminium swingarm to R1 specs.

"It's a beautiful piece that's dimensionally identical to the R1 arm in terms of fit up and it came with a huge, lightweight, hollow chromolly axle."

The svelte, lightweight subframe was constructed using heim joints, allowing for up-and-down and



fore-and-aft adjustment.

With the main frame taken care of, attention turned to the airbox and the wiring loom. This in itself was one of the biggest jobs of the entire build, as Pollock explains.

"We tried to get the frame to hug the motor as tight as possible. Then we built

1. With this bike being the prototype, Pollock has ensured everything fits perfectly, as can be seen from this airbox. 2. The frame is a custom tubular affair made from 31.75mm diameter 4130 aluminium pipe. The wall thickness is a staggering 16mm too. 3. Wiring had to be discrete.

the airbox, which required clearance all around it (for installation and removal), and more volume and inlets than we had space for. It had to slip into place without a crowbar, clear the throttle cables and be big enough to get the job done. I jokingly say that I should have built the airbox and then followed that with a frame! To say it was a huge challenge is an understatement.

"The problem with the wiring loom was, being that the chassis was scratch built, and configured quite different from stock, all the electrical components needed to be relocated to a new or different neighbourhood.

"My experience has been primarily with carburetted bikes, so wiring from scratch an ECU with 40 wires coming out of it was a huge task. Coming from the ECU there were multiples of the



We'd put a tube in and then take it back out, add gussets, remove gussets, back and forth until it fit bitchin' with the clearances we needed...

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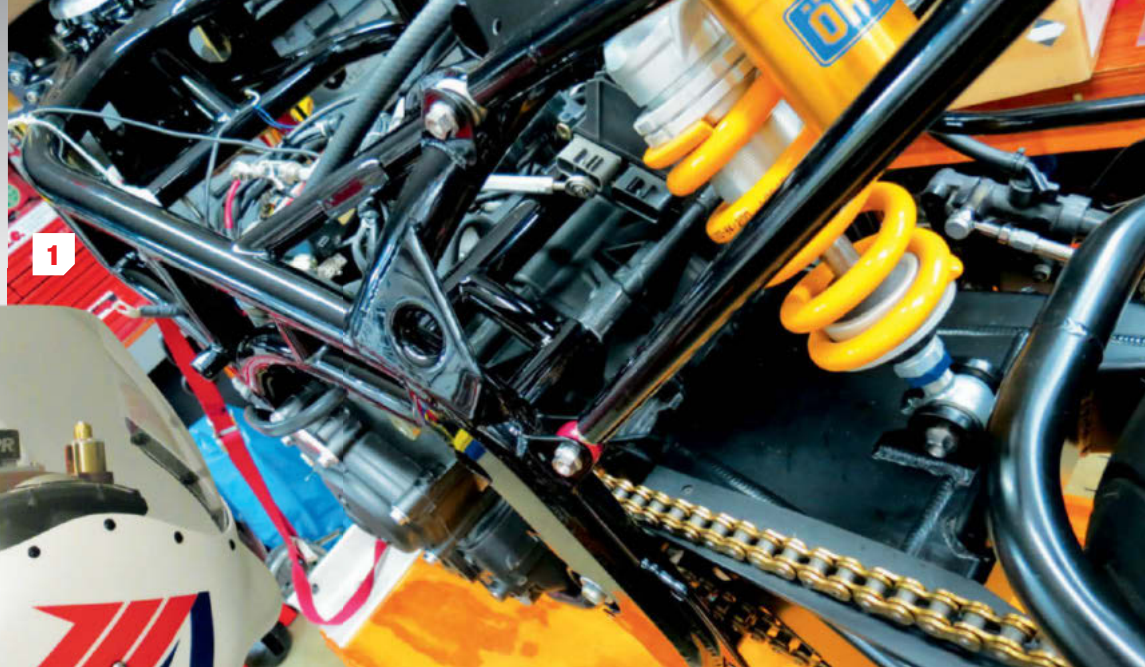
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1



same colour (striped) wires so choices (by flipping a coin) had to be made initially. In retrospect, it all worked out but finding everything a home and keeping the wiring from interfering with everything else competing for the same space was a challenge."

One of the good things about having Wayne Rainey on your team is he has a few cheeky connections at Öhlins and Brembo. That's where the gorgeous Japanese market conventional 43mm fork comes in, and the custom made, linkage-less rear shock, exactly as the old TZ750 was. The brake rotors are made using ceramic coated titanium that are 30 per cent lighter than steel and crafted by Ultra Lite Brakes, a company that makes brake systems for NASCAR. Brembo themselves supplied the radial master-cylinder and Redline monobloc calipers, with the whole show rolling on 18in Morris Aluminium wheels from a Harley-Davidson XLCR, widened by Sandy Kosman in Santa Rosa, California, to accommodate the extra power from the R1 engine.

HEY GOOD LOOKIN'

The bodywork, like the wiring loom, was far from an easy job.

"I knew we had to use the OW31 style seat," Pollock begins, "So we split two

seats and then fiber glassed the large halves together, yielding a seat 1.50in (38mm) wider than the original. Then we had Saddlemen make a custom pad identical to the original.

"For the fuel tank, we machined up a cylinder similar to the receptacle in the original R1 tank to accept the stock fuel pump. Then I cut out the base from 0.90in (22.86mm) 6061 aluminum.

"This was cut out in a pattern to mimic the top frame rails, with the forward section raised slightly to allow room for the airbox. Once the base was finished, I made a wood pattern of what the profile/side view should look like.

"Then I took the base and the pattern to legendary builder, Rob North. He roughed out the tank form, which I remounted on the bike to see if any mods were needed.

"We took about 0.75in (19mm) out of the height and Rob finished it off. He machined the cap receptacle and I had a cap machined at a local aerospace shop.

"The front fender is a standard TZ750 item from Airtech. Custom nylon mounts were made to attach the fender to the Öhlins forks.

"A ton of work went into the Airtech TZ750 fairing to get a proper fit. The R1 is much wider than the TZ750 so motor and radiator clearances were a huge issue. The upper front section was also widened and extended downward. A few

1. A custom sub-frame was produced while an R1 spec swingarm was produced by Trac Dynamics. Rainey's connections at Öhlins allowed a linkage-less rear shock, just like on the original TZ750. **2 & 3.** Creating the frame for the chosen engine and then building the rest of the bike to suit was more challenging than Pollock imagined when it came to making everything fit, particularly following the TZ750s spartan styling.



3

weeks of work went into the fiberglass work and David Tovar at Superbike Paint then spent countless hours smoothing it all out in preparation for the final paint."

The result is an R1 guaranteed to be unlike any other in the world. And the best news is, you can buy one!

"There's many things I'll do differently on the production bike but that's the plan. As far as costs go, it would be a lot!" Pollock says. Even if this becomes just a one-off, Pollock knows he's created a rolling masterpiece, a tribute to a legend of an era gone by with a nod to the present. **RB**

SPECIFICATIONS

ENGINE

2004 Yamaha YZF-R1, liquid-cooled, DOHC, 20-valve, ported cylinder-head, racing camshafts, slipper clutch, standard little and big-end bearings, six-speed close ratio racing gearbox, Arrow Hayabusa mufflers, Sato titanium exhaust headers, Power Commander V, Li-ion battery

CHASSIS AND BODYWORK

4130 aluminium tubular chassis, Trac Dynamics 6061 aluminium swingarm to R1 specs, custom sub-frame, fully-adjustable Öhlins 43mm conventional fork, custom linkage-less fully-adjustable Öhlins shock, ceramic-coated titanium front brake rotors by Lite Brakes, Brembo radial master-cylinder and Redline monobloc calipers, 18in Morris Aluminium wheels from H-D XLCR, Yamaha OW31 style bodywork, Saddlemen custom seat pad, custom tank by Rob North, Airtech designed custom fairing, Superbike Paint custom paint

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TWEAKED

NOS GSX-R1000

NOS

This GSX-R Thou has the works, with a stretched wide rear-end, NOS and a purge kit for good measure!

SHOWBO

WORDS: KRIS HODGSON, DAVE WOLF PHOTOGRAPHY: PETER PAP





ustom bike projects come in many forms and thanks to the popularity of modifying bikes in current times there are plenty of options and inspiration available for personalising.

For some however the unbeaten path holds the greatest appeal and so

it was with Simon, the owner of this stunning GSX-R1000.

Why the GSX-R1000 as the basis for the project? I'll let Simon explain in his own words, "I'm a Suzuki person through and through," he told me, "They are a great, user friendly bike to ride, with the affordability helping me choose this particular bike from Sunstate Motorcycles in Queensland when I was originally looking...

"Plus I've had Suzuki's for 10 years and the GSX-R motors are pretty

OWNER PROFILE

NAME: Simon
LOCATION: Fairfield,
AGE: 44
HOW LONG INTO BIKES: Over 20 years.
OTHER BIKES OWNED: Suzuki GSX-R750, GSX-R1000, CBR929, Ducati Senna 916.
BIKES DESIRED: No others, as this (2011 Suzuki GSX-R1000) is great at the current time.

much bulletproof out of the factory!"

The bike in question is a 2011 Suzuki GSX-R1000, which Simon purchased brand new with a mind to do something unusual, especially with stretched and widened Hayabusas a common choice in the modding community, partly due to the ease of sourcing parts, the suitability for drag machines and the incredible performance from the factory. As a result the smaller GSX-R models don't get quite the attention they deserve, especially if you ask Simon!

Getting the ball rolling on this project Simon knew he wanted

a stretched and widened rear end, with a kit sourced from America for affordability. This meant calling and contacting a huge number of suppliers to find who was offering what, the quality and reliability of the products and equally importantly – what it was going to set him back.

After much to-ing and fro-ing Simon ended up sourcing a kit from PPM Custom, who offer a complete 300 wide tyre kit for GSX-Rs, incorporating a RC Components Outlaw 300-wide rear wheel, with a matching front wheel fitted with a Pirelli Rosso Corsa, custom bolt on stretched swingarm, RC Components rear sprocket, 530 chain, jackshaft, axle, spacers and brake bar. ▶

I've had Suzuki's for 10 years and the GSX-R motors are pretty much bullet proof out of the factory!

”

ART



NOS GSX-R1000

The kit even includes a 300 tyre for the rear rim and an extended Goodridge braided brake line for the rear caliper. Another benefit was that PPM Custom offer a number of additional components, including in this case a bracket for mounting the NOS bottle to ensure a perfect fit.

Simon also opted for the powdercoated swingarm option, explaining he didn't want the bike looking too bling. The custom wheels on the other hand are both RC Components Outlaw design chromed billet items that look stunning, with Simon choosing to go with the custom rims instead of stock replica options with a widened rear.

The rear sprocket was also replaced with an aftermarket item, with a GSXR carved rotor added, while the rear caliper was chromed to match the rear wheel and fitted onto the new swingarm with a custom mounting plate.

I asked Simon with some trepidation how the install of the swingarm had gone and he reassured me that installation went without a hitch, with the entire assembly being a simple and easy bolt-on job, which he explained was particularly important when ordering a kit from America, with no local support for the product and an expensive and lengthy shipping process for returning any parts.

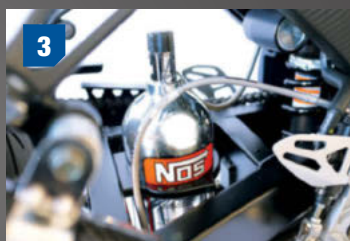
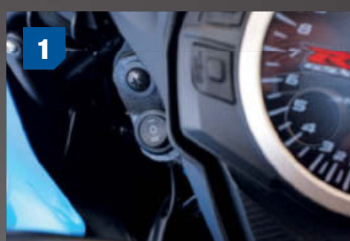
Part of this build is of course the NOS installation, with Simon originally going with a wet shot system that he

found just wasn't providing the gains and reliability he was after.

Instead he settled on the simpler and more straight forward option of a dry NOS shot, with the added benefit of a rear mounted dual purge kit, exiting to either side of the licence plate. The bike also benefits from mild cams. Power output with the NOS is an estimated 190hp, for a fairly tame 20hp shot, that won't put too much stress on the engine.

Other additions include a K&N airfilter to maximise airflow, with Yoshimura headers joined by a custom mid-section pipe from Toys Garage and finished off by a carbon-fibre Yoshimura R-77 muffler for good measure.

The end result is a stunning machine that is an interesting mix of the stock bike's looks on the front, with a stretched and widened rear the real



1. This switch arms the system which can then be activated via the horn. 2. RC Components Outlaw wheels on the front and rear are some stunning kit. 3. The NOS bottle is held safely in the swingarm. 4. The swingarm jackshaft to allow for the greater length.

looker on the rear-end.

Simon did admit that the rear hasn't helped handling greatly, with the bike noticeably affected, with plans to add an air suspension shock in the future but was quick to add the bike is still great to ride.

The entire project took Simon 40 to 50 hours, although he added that it would be doable in a weekend if you had all the parts on hand, which he ▶



Simon opted for the powdercoated swingarm option, explaining he didn't want the bike looking too bling...

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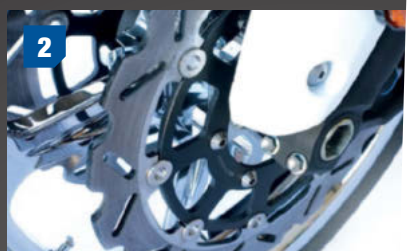
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1. WezMoto braided lines from the UK. 2. Yoshimura R-77 carbon-fibre slip-on muffler. 3. The GSX-R1000's styling has largely been retained apart from the swingarm modifications. 3. Aftermarket wave rotors add a bit of style with the aftermarket rims.

laments he didn't have.

"I don't have any further mods planned at present, although if I had my time again I would fit a turbo straight up and having more time to gather parts for a quicker install would be top of the list." Added Simon.

"The cost is definitely outweighed by the finished product but putting a value on it is hard, when the time comes to part with the bike for a new project, then I'll work out a price..." **RB**

SPECIFICATIONS

ENGINE:

2011 Suzuki GSX-R1000, liquid-cooled, in-line four-cylinder, mild cams, Yoshimura headers, custom mid pipe, remapped ECU in Japan, K&N airfilter, Yoshimura R-77 carbon-fibre slip-on muffler, NoS dry shot kit, dual purge kit

CHASSIS AND BODYWORK:

2011 Suzuki GSX-R1000 frame and fairings, PPM Custom 300 wide tyre kit, RC Components Outlaw chromed wheels, RC Components rear sprocket, heavy-duty 530 chains, extended braided rear brake line, chromed stock rear caliper, aftermarket 'GSXR' rear rotor, WezMoto braided front lines, aftermarket front wave rotors, aftermarket tail tidy incorporating dual purge nozzles

SPECIAL THANKS:

Thoai Trinh of Toys Garage All Performance Mechanical Repairs.
My mates, Babak and John.
PPM Customs from the USA.

FITTING DRY NOS

There are many different dry nitrous kits on the market. If you're a novice, it's best to pay a bit extra for a kit that is purpose built for your make and model. That way you'll have exact instructions for your bike and everything will be pre-made to fit. If you're a half reasonable backyard-mechanic there are universal kits that are cheaper but they require extra work to fit.

A Muzzys dry nitrous kit is a good example of one available to suit a variety of bikes, with Sam of LAE Racing in Brisbane giving his advice, "Most kits are a four-part job," says Sam. "Mount the bottle securely and in an accessible place. Fit the solenoid and route the wiring and nitrous line to the airbox. Wire the solenoid to a switch – we generally use the horn button.

"These days, most kits have very good instructions and they should be followed closely," he added.

"One thing with imported kits is to check the wiring. Not all wiring harnesses are the same for different countries."

The bike should be baselined on the dyno first.

As per Sam's instructions, the nitrous bottle should be fitted first. Some Muzzys nitrous kits comes with a bracket that mounts the bottle under the pillion seat and this keeps the whole system concealed.

The nitrous oxide is held in the bottle at a pressure of approximately 900psi. This is to keep the nitrous liquefied. As a liquid, you can get more nitrous into the combustion chamber than as a gas. The nitrous supply solenoid is then fitted. This is activated by an on/off switch that starts and stops the nitrous feed to the airbox.

The airbox inspection plates can be drilled for the nitrous feed line and wiring. A fogger nozzle has to be fitted in the airbox. This fogs the liquefied nitrous and introduces it into the airstream as it makes its way to the throttle bodies.

With all of the hardware fitted, the horn button is wired in and used as the activation switch for the nitrous system. Dry-test the system to ensure the solenoid switches on and off before adding the nitrous feed.

The dry shot should now be ready to be fired in anger.

To ensure the bike is still operating in a happy zone after testing, the air/fuel ratio should also be checked. Adding nitrous will lean off the air-fuel ratio so make sure you have it checked with a run on a dyno.



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TWEAKED

HARRIS HONDA

MAGNUM

WORDS: KRIS HODGSON
PHOTOGRAPHY: SABINE WELTE

Harris originally designed this kit because there were so many smashed 'Blades around in the 1990s. All those engines could not be wasted, including this beasty...



M 5



T

his stunning streetfighter has an interesting history when you consider that the Harris Magnum 5

was a kit launched to take advantage of the fact that there was a vast overpopulation of wrecked Fireblades, many of which could – with the right attention and investment – be returned to the roads. Of course in its initial form the bike usually kept all its fairings and benefited from the Harris Performance Magnum 5 frame, along with an aluminium tank (a common victim in write-offs), Harris rearsets and revised rear suspension linkage, along with an Ohlins shock.

Owner Robin actually picked up this particular bike from one of the custom bike forums he frequents, back in 2010 for €6700 (Euros) with the greater investment to come.

Living in Germany the streetfighter scene produces some amazing machines and Robin was determined to do his part, having started with a Z1000 in 2005 and caught the customising bug.

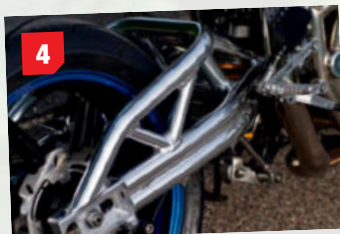
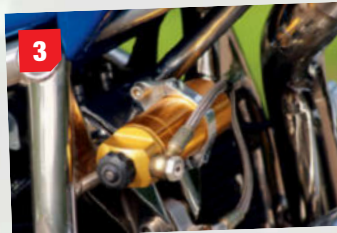
Upon taking delivery of this machine Robin's first move was to totally dismantle the bike, with three years hard work to transform it into what you see on these pages.

The Magnum 5 kit is designed specifically to suit Fireblade engines but also to take advantage of as many stock Fireblade items as possible, as this helps builders source parts from the ample wrecked supply. In fact such was the number of 'Blades wrecked, that businesses specialising in just wrecked 'Blades existed in the UK at the time of the kit's release. In many cases a prospective buyer could actually build ■

TWEAKED

HARRIS HONDA

1. The standard CBR900RR forks have been polished to match the triple-clamps. 2. Polished 40mm Badtriple triple-clamp with integrated Speedo Motoscope display. 3. The Magnum 5 kit includes a frame mount for the Ohlins reservoir. 4. Polished custom Firma Krüger Technik steel trellis swingarm. 5. All radiator hoses were sheathed in black braided sleeves. 6. A custom mid-pipe leads up to the tail and the Speed Products Megacone muffler. 7. Magnum 5 linkage.



OWNER PROFILE

NAME: Robin Ostwald
LOCATION: Leonberg near Stuttgart, Germany.
AGE: 37.
HOW LONG INTO BIKES: 18 years.
OTHER BIKES OWNED: 1995 GSX600F, 2003 Z1000, RAU RS 1100 custom.

Robin took the best aspects of the Magnum 5 kit... and set out to find other parts of suitable quality to match...

themselves a Magnum 5 from scratch and still end up under the cost of a new Fireblade.

For Robin he took the best aspects of the Magnum 5 kit – the stunning frame itself, the Ohlins shock, aluminium tank and Harris rearsets and set out to find other parts of suitable quality to match.

The 1996 Fireblade SC33 engine was retained albeit painted black, as were the original forks although a 17in CBR600F front wheel with Braking wave rotors replaced the 16in wheel.

A set of wicked Harrison Billet Big-6 six-piston front calipers have also been added to grasp the Braking wave rotors and complement the frame in polished aluminium. Braided stainless steel lines in black snake back up to a Spiegler brake master-cylinder, with a matching Spiegler clutch master-cylinder on the opposite 'bar – both come complete with adjustable levers.

The 'bars themselves are actually

clip-on Gilles Tuning Variobars, also polished, with a custom 'Badtriple' triple-clamp incorporating both a mini-dash from Speedo Motoscope and control lights, while holding the forks to the Harris frame. Front reservoirs are ABM items.

The stock controls have also been chucked in favour of stunning CNC machined offerings from MGM Bikes, with aftermarket bar-end mirrors fulfilling basic duties.

The headlight is an aftermarket item which Robin explained was a Glow Fairing headlight and we can only assume something was lost in translation as we haven't been able to track down a source but it is held in place by custom brackets which are well hidden from sight.

The headlight shroud is colour matched to the tank in the Mazda blue metallic, with a Buell S1 front guard modified to suit the CBR







forks, with the front wheel rim-striped to match the colour scheme.

As mentioned previously the CBR900RR engine was painted black – a smart move for keeping attention in the right place but further assisted by polishing the stock crankcase and using windowed custom clutch and pickup cases.

While this may seem an unusual step, considering the polished cases, it's the level of detail that makes this custom Magnum 5 such a stunning creation, with the black engine helping to highlight the frame, as well as tying in with the many smaller black bolt-on components.

The MBD belly-pan also carries the metallic Mazda blue across the lower half of the bike, partially hiding the exhaust system, which incorporates a polished Akrapovic four-into-two-into-one set of headers, with a custom connecting pipe that reaches all the way up into the custom tail. Exhaust gases exit from the top of the tail, in one of the more unusual set-ups we've seen. It may not be the most visible but the system isn't a straight through exhaust, still incorporating a Speed Products Megacone 350mm muffler, which has been built into the tail.

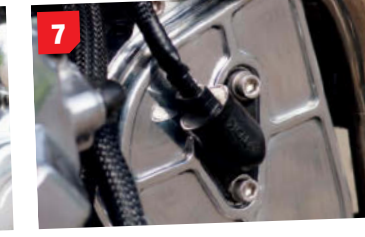
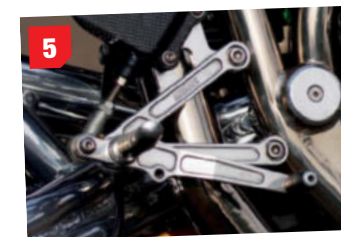
Barely visible is also a custom tubular steel trellis sub-frame, which holds the tail and is chrome powder-coated to match

the Harris Magnum 5 frame as closely as possible. The tail on the other hand is a modified item, originally a Honda RS125 racing unit, which sleekly and seamlessly matches the tank and incorporates a single seat, with Harris stitched into the rear rider support piece. On the top of the tail two mesh air flow vents also add a bit of flair to the assembly and help diffuse heat caught in the tail, prior to the tip of the muffler being just visible. A custom fender holds the aftermarket LED indicators, as well as the licence plate and a LED rod light to keep that plate visible.

The previously mentioned an Ohlins shock with external reservoir are fitted with the Harris linkage to the rear of the bike, with the Harris rearsets bolted to the Magnum 5 frame and joined by aftermarket carbon-fibre heel guards.

The sprocket guard is an aftermarket polished billet item, with the stock swingarm replaced by a stunning custom unit from Firma Krüger Technik, which is also a tubular steel trellis item, polished to a high sheen. Pickups have also been added to allow easy rear wheel removal and prevent damage to the swingarm.

The wheel itself is a Honda SP1 item, with a modified axle to suit the custom swingarm, while both it and the front tyre have been painted in the metallic ■



1. The Harris Magnum 5 kit Ohlins rear shock with external reservoir. **2.** Polished, windowed clutch and pickup cases. **3.** Harrison Billet Big 6 front calipers, Braking wave rotors. **4.** Polished standard Honda crankcase cover and crash knob. **5.** Harris Performance kit rearsets. **6.** Billet coolant reservoir. **7.** Speed sensor with black braided sleeve.



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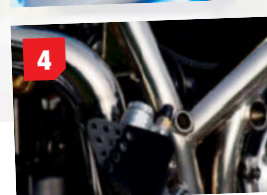


VISION



TWEAKED

HARRIS HONDA



Mazda blue, with black centres and spokes for good measure. The rear brakes have also been updated and like the front end, now benefit from Braking wave rotors, while the rear caliper is a two-piston unit from GB Moto Racing Parts and comes inclusive with a mounting plate. A braided black brake line has also been used, while a very minimalist CNC machined reservoir from GSG Moto holds brake fluid for the standard rear master-cylinder.

With the bike setting Robin back €6700 (\$9770 AUD) on its own, all the

custom and aftermarket components used in the build added another €12000 (\$17500 AUD) to the expenditure, with Robin adding that almost everything was purchased new. Of course the Magnum 5 kit itself was originally £4500, or almost \$8800 AUD at the current exchange rate, with the Aussie dollar much stronger now than it was in 1996 against the pound!

But it's not hard to see where that money has gone, in creating a truly unique motorcycle, with a stunning attention to detail. **RB**

1. Modified Honda RS125 Racing tail with custom stitched seat.
2. The Glow Fairing headlight is very cleanly installed and minimalist.
3. The Harris tank's breather valve.
4. The GSG Moto CNC reservoir is well hidden.
5. Gilles Tuning Variobar clip-ons.
6. The Harris aluminium tank, now painted, comes with a Harris gas cap.

SPECIFICATIONS

ENGINE:

1996 Honda CBR900RR Fireblade SC33 engine painted black, SC33 polished engine covers, polished and windowed clutch and point covers, modified SC33 radiator, chromed coolant fittings, M-Unit wiring harness, Akrapovic polished custom mid-pipe, custom Speed Products Megacone 350mm muffler

CHASSIS:

Harris Magnum 5 frame kit, aftermarket polished crash knobs, Harris rearsets, Ohlins rear shock, custom powdercoated trellis sub-frame, polished custom Firma Krüger Technik steel trellis swingarm, polished 1996 CBR900RR forks, polished 40mm 'Badtriple' triple-clamp, integrated Speedo Motoscope display with control lights, polished Gilles Tuning Variobar clip-ons, Spiegler brake and clutch master-cylinder, ABM CNC front reservoirs, GSG Moto CNC rear reservoir, dual polished six-piston Harrison Billet Big 6 front callipers, Braking wave rotors front and rear, two-piston GB Moto rear caliper, stainless steel braided lines, CBR600F PC31 front wheel, modified Honda SP1 rear wheel

BODYWORK:

Harris aluminium tank and fuel cap, MGM-Bikes CNC machined controls, black braided radiator hose sleeves, modified Buell S1 front guard, Glow Fairing headlight, custom headlight mounts, MBD belly-pan, modified Honda RS125 Racing tail unit incorporating exhaust outlet on top of tail, Blue Metallic Mazda paint

SPECIAL THANKS:

My buddies, Matze, Burny and Gregor.

HARRIS PERFORMANCE

Harris Performance was originally started in 1972 by Steve and Lester Harris, and Stephen Bayford and currently develops and produces motorcycle racing and road components, with a rich history of supporting racing.

Harris has been represented at all stages of motorcycle racing, from the Grand Prix, WSBK, Isle of Man and World Championship Endurance, including being licenced by Yamaha in 1991 to buy factory race engines for use in Harris chassis for the 500cc GP World Championship class. In 1995 Harris were invited to create

and manage the Suzuki factory WSBK team with the new GSX-R750 WT, as well as to be distributor of the GSX-R750 factory race kits worldwide.

Harris was further involved in the Kawasaki Motors UK Superbike Team in 1999, and formed the Harris Honda Britain Superbike team in 2000.

Harris Performance's involvement in racing continues today on many levels, while the company has produced a number of kits over the years, starting with the Harris Magnum 1 in 1973, all the way through to the Harris Honda 600 Moto2

GP bike. Most recently, many Aussies will probably recognise the Harris name from the Island Classic with the UK team lead by Ryan Farquhar aboard a Yamaha Harris F1, with Jeremy McWilliams also aboard a Yamaha Harris F1.

Harris continue to provide not only their own products but also a number of other brands, and are the official Ohlins technical support at BSB, as well as the UK distributors of PVM and MFR wheels.

For their full history and range of products check their website: Harris-Performance.com

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TEST: **JEFF WARE** PHOTOGRAPHY: **HEATHER WARE, KEITH MUIR**

30 YEARS

2015 marks the 30th Birthday of perhaps the most influential sportsbike of all time, the GSX-R750...



ON



how just about any red-blooded sportbike enthusiast over the age of 35 a photo of a 1985

Slabie 750 and they will drool and then say, "I wanted one of those soooo bad."

Or, "I had one of those I wish I kept It..." No fully faired four-stroke motorcycle has touched as many souls as the GSX-R750F.

Suzuki completely destroyed the competition when they released the bike in 1985. It was faster, lighter and better looking than any motorcycle available. It also out performed the two-strokes and came in at a competitive price. The same year, Yamaha released the FZ750 and Kawasaki was still pushing the GPz900R. Honda had the VF750 and VF1000. All of those bikes were brilliant but in terms of performance and weight, they were owned

by the all-new GSX-R750F. Stunning.

The brainchild of Etsuo Yokouchi, the GSX-R750 rewrote the sportbike rulebook. Yokouchi-San was a firm believer in pushing technology to improve the breed in an era when many Japanese engineers were being too conservative. He also loved racing – and was the brainchild behind the Katana.

These two things combined gave him the drive and direction he needed to produce a four-stroke supersports bike that out-performed the two-strokes, which were getting increasingly difficult to market and get through strict global anti-pollution restrictions.

Most big four-stroke superbikes at the time were simply beefed up versions of the Universal Japanese Motorcycle. They were heavy, poor handling but reliable – if not boring... ▶



The engineers got that engine right – the bore x stroke remains the same 30-years on...

The GSX-R was developed through racing the GS and GSX750R, with Kiwi Graeme Crosby and Aussie Len Willing riding the GSX750R in the Suzuka 8-Hour in 1984.

While the GSX-R was being developed, Suzuki released the RG250WE and GSX-R400. Both gave the public and the other big three Japanese manufacturers a preview of things to come from Suzuki.

Mr Yokouchi figured if the GSX-R400 could be made 18 per cent lighter than its competitors then the scale could be applied to the GSX-R750. The horsepower limit at the time was already an agreed voluntary restriction of 100hp so he knew that lightweight was the only way forward.

He had his engineers strip a GS750 and paint any parts that had not failed in the field blue and any that had failed red. When the parts were gathered together almost all of them were blue. "We were too conservative. Nothing ever broke. Everything was over-engineered"...

He set the target at 20 per cent less than competitors 750s. 100hp and 176kg was the goal.

Chassis development began alongside engine development. Mr Yokouchi also insisted on using the racetrack dimensions. "What works on the racetrack will work on the street. The motorcycle does not know where it is being ridden"...

Using the 1983 Endurance World Championship winning HB Suzuki GS1000R ridden by Herve Moineau and Richard Hubin as a base to build the GSX-R from, styling was in the hands of the amazing Tetsumi Ishii who took as many angles from the GS1000R as possible.

He did a brilliant job...

Since the release of the GSX-R750 in 1985 sportsbikes have gone full circle – lightweight, heavy, back to lightweight again but one thing is certain. Motorcycling performance can be split into two clear eras – before the GSX-R750F and after the GSX-R750F...

30-years on and the GSX-R750F is still a stunning looking machine. In fact, I rate it as one of the best-looking motorcycles ever released. I may be biased, as I own the example you see on these pages, having bought it as a basket case and spending three years doing a full ground-up resto to get it back to as new.

I ride the bike and I love it. It still holds it's own and having owned RZs, an FZ750 and ridden many GPzs and VFs, I can tell you none come close to the handling and performance of the GSX-R750F for the era. Put it this way, I have nine bikes, some modern some older – the GSX-R750 is the lightest bike in my garage! On the scales, it is 10kg lighter than the new GSX-R750!

Don't get me wrong – things have come a long, long way in 20-years and the old Slabbie would not even get close to catching the new 750 on the street or the track – but in terms of era, the '85 bike must have blown the others into the weeds...

The engineers got that motor right – the fact that the new engine is the exact same bore and stroke of 70mm x 48.7mm proves that.



The new GSX-R is nimble and raceable while the old 1985 Slabbie enjoys a more classic sweeping line through a turn. Both bikes are thrilling to ride and have stunning engines and gearbox action.

Despite a swing to a short stroke 73mm x 44.7mm engine for 1988 and 1989, the factory reverted to the 70mm x 48.7mm engine in 1990 and it has remained that ever since yet with modern cylinder-head technology, tuning, EFI and electronics it is now a whopping 50 per cent more powerful. Incredible.

So how would any red-blooded GSX-R750 fan celebrate the 30th birthday of one of his all-time favourite bikes? That's a no brainer, head to the world's best proving ground, The Farm, and spend a day riding both bikes back-to-back. ▶





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RIDING THE OLD GIRL

Firstly, this is my first ride so I'm nervous. I've been restoring the bike for three years and I've spent around \$8000 on parts and hundreds of hours in the shed. The bike has not turned a wheel for 20-years and aside from running through the gears on a racestand, I have not tested it at all.

I hop on the bike and have to say, I'm as nervous as I was when I rode the John Kocinski Cagiva 500!

Firstly, the old school feel of the bike is brilliant. The huge screen sits tall, the tank with endurance-style cap and vent is right under my chest, between my arms, making me feel like Graeme Crosby.

The seat feels plush and so low, I'm in the bike not on it. It feels fantastic. The footpegs are hideously high and cramped feeling while the 'bars seem really wide apart. I love the way the top triple-clamp sits tall above the traditional clip-ons. A real race feel from the 1980s.

The first thing I notice when I turn the key is... nothing! There is no fuel pump noise, there are no servomotors setting up, the dash doesn't go through a series of epileptic fits. Nothing happens aside from the neutral light showing!

I turn the fuel tap on, pull out the choke (when was the last time you did that?) and hit the starter button. She fires into life and rumbles away, the smell of rich unburned fuel sticking to me as it richly warms up

on the choke. Warming up seems to take forever, not like these days when bikes idle instantly and off you go...

I select first gear and head out for our first ever ride. It's a moment I won't forget in a hurry – riding my pride and joy for the first time. It was everything and more that I imagined it would be and I felt an incredible sense of achievement as I cruised around. After a few laps to scrub tyres, bed brakes, make sure there are no fuel or oil leaks etc, I do a proper test and ride the bike as fast as I can.

The immediate thing I notice is just how gloriously smooth this engine is. Suzuki nailed it and it is silky smooth with a fabulous gearbox that puts a lot of modern gearboxes to shame. Clutch action is also fantastic and the carburetion, although touchy thanks to the flatslides, is pretty good on my rejigged bike.

The howl from the standard exhaust system is invigorating and the bike has the same spine-tingling sound as the new 750, without the induction roar...

Acceleration is nowhere near the new bike. Top speed runs out at around 90km/h in first gear, 120km/h in second, 155km/h in third and I just nudged 190km/h in fourth at the same spot the 2015 model was doing 220km/h so that is a full 30km/h down on top speed, with a

similar run onto the actual straight!

I have to admit I've had modern springs and emulators fitted to the forks, while the shock is a modified R6 shock, so the suspension is brilliant! In braking also I'm cheating, with Venhill brake lines and Bendix brake pads there is some improvement there over stock brakes but nothing on the new machines.

Cornering has to be done old school, with lots of braking a little earlier then fast sweeping lines through the turns. With the narrow tyres (Pirelli Sport Demons) providing sensational cornering speed and the lightweight narrow rims

Above: Jeff's original 1985 Slabie in full flight at The Farm.
BELOW: The water-cooled 2015 model engine retains the same conrod ratio. The chassis is vastly different to the '85.



mean steering is faster than I thought it would be for big 18in wheels. However, in terms of being maneuverable or raceable, the new 750 would run rings around the 'one-line' GSX-R750F. I found tucking in low and not hanging off too much felt the most comfortable.

Overall, mind blowing for a 30-year old bike but it needs to be ridden with finesse and patience whereas the new bike can be ridden in anger.

Out on the street, my 1985 GSX-R is an incredibly good roadbike aside from the cramping footpeg position. Amazingly, it runs at a good temperature all the time – Yokouchi-San did an amazing job with the oil cooling. Incidentally, he thanks his grandmother for teaching him to stir the bathwater. He was lazy and the old bath with a fire underneath it had to have the water circulated to avoid hot spots. He applied this principle to keeping the oil flowing around the combustion chamber of the GSX-R750F!

ON THE 2015 GSX-R750

First impressions? The current bike still has that GSX-R750 heritage we all love. The stacked headlights don't do it for me and never have on any bike but I like the new bodywork and definitely the muffler.

Sitting on the bike, the tank feels comfy for my tall frame and there is an overall feeling that the bike is very low and narrow due to the flat tank top and seat plus the narrow seat rails.

Like all GSX-R750s right back to the 1985, the footpegs are high and uncomfortable. For me, they need to be on the lowest setting but even then they feel too high... I do feel I'm sitting way closer to the 'bars than on my 1985 model.

Firing the bike up, it has that traditional intake growl and sharp rumble from the muffler. Sounds much the same as the previous generations, a good thing.

Heading out pit lane onto The Farm I short shift through the gearbox and the

ratios feel a bit wide, it could do with the closer ratios in the 600cc engine. The engine pulls hard and the intake growl is awesome. Acceleration is so much quicker than the F model but it's the first braking area that I really notice – the Brembo brakes initial bite is good and the feel is incredible 30-years on. And turn-in on the new bike is rapid and light, with the riding position making me feel comfortable, confident and in control from the off – something that was not the case on my old bike...

The acceleration is strong and I reach 220km/h each lap and that is in fourth gear. Braking hard from that speed to enter the third-gear turn at the end of the back chute, the new bike feels great, where the old bike wallows. There is not much stand-up on the brakes hard into the turn (lots of trail braking) and the steering remains light and accurate under brakes.

There's a very neutral and controllable, almost effortless, transition from upright to full lean with no sudden fall-in. The bike just rolls onto its side gracefully and holds a tight line with no unsettled behaviour over bumps. It's hard to believe this is a 750. It's got to be smaller than an RGV250! And so much smaller than the Slabbie!

Whether it's accelerating through long turns, braking into hairpins, or changing direction fast, the GSX-R750 remains very responsive and easy to ride. Suzuki engineers have got the geometry very well sorted and this is really highlighted by the performance of the suspension.

The Big Piston Forks are fantastic. Under very hard braking they keep the bike stable and off the brakes into a corner they settled very quickly. The rear shock is not quite up to the same level as the forks, giving some rear end instability and kicking back over some of the harsher bumps during the road riding but not on the smooth surface of The Farm.

Overall an incredible bike and possibly the best sportsbike out there. **RB**

There are two sportsbike eras. Before GSX-R and after GSX-R.

SPECIFICATIONS



1985 GSX-R750

suzukimotorcycles.com.au

PRICE: \$5699 + ORC

WARRANTY: 12-months (purchased new)

CLAIMED POWER:

75kW[100hp]@10,500rpm

CLAIMED TORQUE: 68Nm[52ft-lbs]@8000rpm

DRY WEIGHT: 176kg

FUEL CAPACITY: 18.5L

ENGINE: Inline four-cylinder, four-stroke, oil-cooled, DOHC

BORE X STROKE: 70.0 x 48.7mm

DISPLACEMENT: 749cc

COMPRESSION RATIO: 9.8:1

FUEL DELIVERY & IGNITION:

VM29SS flat-sides, transistor ignition

EXHAUST: Four-into-one steel

GEARBOX: Six-speed close-ratio

CLUTCH: Wet, multiple-plate, hydraulic actuation

FINAL DRIVE: 530 O-ring chain

FRAME TYPE: Aluminium cradle, alloy box-section swingarm

WHEELBASE: 1425mm

RAKE: 26°

TRAIL: 107mm

FRONT SUSPENSION: Posi Damp

Fork, adjustable compression damping and spring preload,

conventional 41mm, 130mm travel

REAR SUSPENSION: Full Floater, rebound and spring preload adjustment, 127mm travel

FRONT BRAKE: Dual 300mm stainless-steel rotors, four-piston calipers

REAR BRAKE: Single 220mm stainless-steel rotor, two-piston caliper

WHEELS: Cast aluminium, 18in

TYRES: 110/80 – 18, 140/70 – 18

GROUND CLEARANCE: 140mm

SEAT HEIGHT: 755mm

OVERALL HEIGHT: 120mm

OVERALL LENGTH: 2130mm

INSTRUMENTS: Electronic signal analogue display tachometer, cable operated analogue speedometer, neutral light, signal lights, high and low beam indicators, oil pressure light and side stand warning indicator.

2015 GSX-R750

suzukimotorcycles.com.au

PRICE: \$15,690 + ORC

WARRANTY: Two years/unlimited kilometres

CLAIMED POWER:

110.3kW[146hp]@13,200rpm

CLAIMED TORQUE: 86.3Nm[63.6ft-lbs]@11,200rpm

WET WEIGHT: 190kg

FUEL CAPACITY: 17L

ENGINE: Inline four-cylinder, four-stroke, liquid-cooled, DOHC

BORE X STROKE: 70 x 48.7mm

DISPLACEMENT: 749cc

COMPRESSION RATIO: 12.5:1

FUEL DELIVERY & IGNITION: SDTV

8-injector EFI with SDMS, new ECM and transistorised ICU

EXHAUST: Four-into-one stainless steel/Titanium Euro3

GEARBOX: Six-speed close-ratio cassette-style

CLUTCH: Wet, multiple-plate slipper

FINAL DRIVE: 530 O-ring chain

FRAME TYPE: Twin spar aluminium

WHEELBASE: 1390mm

RAKE: 23.45°

TRAIL: 97mm

FRONT SUSPENSION: Showa Big

Piston Fork, four-way adjustable, 120mm travel

REAR SUSPENSION: Showa Link type four-way adjustable, 130mm travel

FRONT BRAKE: Dual 310mm floating stainless-steel rotors, Brembo four-piston 32mm radial-mount calipers

Nissin 17.46mm master-cylinder

REAR BRAKE: 220mm stainless-steel rotor, Nissin single piston caliper, Nissin 14mm master-cylinder

WHEELS: Cast aluminium, 17in

TYRES: 120/70 – 17in, 180/55–17in

GROUND CLEARANCE: 130mm

SEAT HEIGHT: 810mm

OVERALL HEIGHT: 1135mm

OVERALL LENGTH: 2030mm

INSTRUMENTS: Analogue tachometer, digital speedometer, dual trip meters, reserve trip, clock, coolant temp, oil pressure, lap timer, S-DMS indicator, gear position indicator, five stage shift light





SUPER SERVICE

WORDS: **KRIS HODGSON** PHOTOGRAPHY: **FRASER MOTORCYCLES, KRIS HODGSON**

We drop the 899 into Fraser Motorcycles for a service and some goodies...

With the autumn weather comes great opportunities to go for a ride, with not too cold weather and a bit more spare light before daylight savings kicks back in. You just have to watch out for all the extra police out on patrol – not to mention all the bicycles we share some of the good riding routes with, especially in the better weather we've had recently.

Despite getting caught in a massive downpour when Kris took the 899 home, it was soon given a full detail clean and was back in pristine condition, with the bike kept for clear weather riding. Sorry Jeff, looks like we won't be able to keep the bike out of the rain!

It's not that the 899 Panigale doesn't handle the wet well, with the full electronic package including DTC, ABS, EBC and DQS – it is a joy to ride in any conditions and wet mode provides great security in the really hairy conditions but the *Rapid* team have all been swayed to see things Jeff's way.

The 899 has been taken for a couple of loops out to Church and Cottage Point – nice and early in the morning, as well as for a few runs up the coast and along the Putty and Bells Line. Our local favourite has to be Mount White Café and Pie in the Sky however, with the 899 absolutely carving up its most common route.

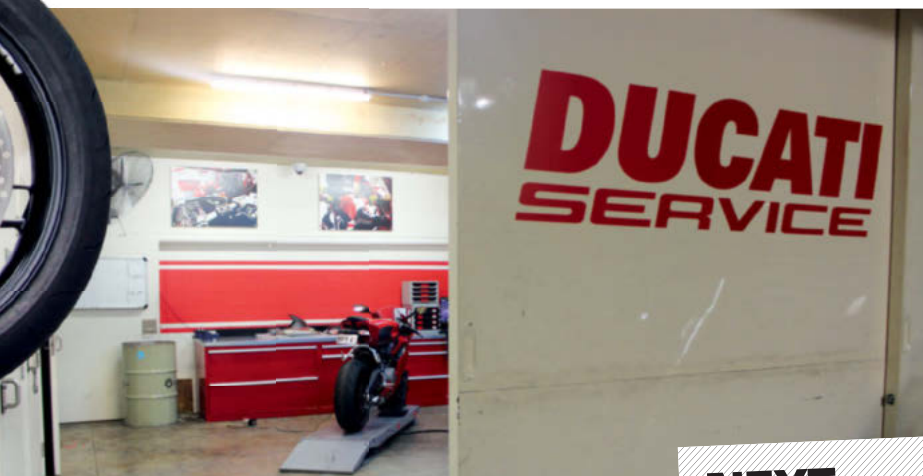
The bike was also booked in for a service at Fraser Motorcycles, where all the regular checks were done, along with new oil and oil filter. This included checking brake and clutch fluid levels, brake wear, brake caliper and rotor bolts, wheel nuts, sprocket nuts, chain tension, suspension seals, coolant, tyre pressure, plus that all the electronic (safety) systems were operating correctly.

Many of these are everyday checks but it's good to let the experts give everything a once over too! The 899 service intervals are also considerably longer than what we've put the bike in for, ensuring great value for owners

FITTED

- Ducati Corse titanium Termignoni racing silencer kit (Includes air filter and map tune) \$2299 (Limited time offer)
- Ducati Corse high screen (tinted) \$222 RRP
- Carbon-fibre front guard \$433 RRP
- Carbon-fibre rear hugger \$378 RRP
- Carbon-fibre heel guard \$200 RRP
- Carbon and aluminium alloy plate holder \$462 RRP
- Rider comfort seat \$299 RRP
- Anodised billet aluminium handlebar weights \$69 RRP
- TechSpec Gripster tank grips





1. Carbon-fibre heel guards are a nice touch. **2.** The Ducati Corse high screen provides much better wind protection at speed! **3.** The Termignoni exhaust is an absolute stunner and sounds wicked to boot. It comes with an air-filter and remap to suit meaning it'll be working efficiently from the moment it is installed. **4.** A carbon-fibre hugger from Ducati looks awesome and helps prevent rubbish coating the rear exhaust pipe or shock. **5.** Nothing but the best, with a Ducati carbon-fibre front guard to match the rear. **6.** Ducati bar-end weights are a nice detail. **7 & 8.** The Termignoni system prior to installation at Fraser Motorcycles. **9.** The Termignoni heat shields and stickers. **10.** The Ducati Rider Comfort Seat is a great addition for the longer trips and looks great too.

NEXT ISSUE

- Warp Speed radiator guard
- Ride day at The Farm
- Daily commuting wrap
- Sunday scratching with Simon



SPECIAL THANKS

- Ducati Australia & NZ
- Warp Speed
- Knee Down Distribution

when it comes to maintenance.

More excitingly the 899 was also having genuine Ducati accessories fitted, with the most anticipated item definitely the Ducati Corse titanium Termignoni silencer kit which includes a remap, as well as a performance airfilter and removable dB killer. The system also saves 2kg and offers a five per cent increase in power just using the provided map. Plus Fraser Motorcycles chucked it on the dyno to optimise the tune for us while they had the bike.

Additional bling was also front and rear carbon-fibre guards in a matte finish, carbon-fibre heel guards for the rider pegs, a Rider Comfort Seat, carbon-fibre and aluminium alloy plate holder and anodised billet aluminium handlebar weights. Plus a new Ducati Corse oversize windscreen, tinted for good measure.

The results are seriously cool, with the Termignoni slip-ons actually lowering the exhaust volume a little – they are seriously loud as stock – while

adding a bit more of a refined note down low. Power is also noticeably more linear down low with the bike feeling much freer flowing on the throttle to boot.

The carbon-fibre and 'bar-ends are nice subtle touches, with the carbon and aluminium alloy plate holder cleaning up the rear.

The new Ducati Corse tinted screen is also great, offering far greater wind protection, especially if you're tucked right in.

The TechSpec tank grips also get an additional honourable mention as they make a massive difference to riding the 899, providing a whole extra level of grip and control, especially through the twisties and over really rough sections.

They also helped immensely with a pillion on the back, although the stock pillion 'pegs got a definite thumbs down for being extremely slippery, even for a pillion wearing proper motorcycle boots.

Heading into winter we'll see how we go dodging the rain! **RB**



The Metzeler Sportec M7 RR tyres have been faultless in the often wet weather, it's hard to tell any difference between wet and dry grip to be honest - they're that good!

ROAD RUNNER

WORDS & PHOTOGRAPHY: KRIS HODGSON

The Daytona 675R is back on the road and raring for further customisation! Beep Beep.

Last issue my Daytona 675R was due for insurance repairs and was dropped off at Ric Andrews

Motorcycles, where while the bike was being repaired it was also booked in for a minor service, with the stock brake lines stripped out and sent off to HEL Performance Australia. Knowing the guys at Ric Andrews are a great bunch of guys and will treat my bike like it's their own means I didn't need to worry and could leave everything in their capable hands.

Dean at Hel Performance Australia offers a huge variety of HEL brake lines but even better is the fact he's able to

produce custom lines to match your application on demand, which was necessary with the Daytona 675R being a relatively new model and having ABS.

With the HEL Performance Street Pro pads already fitted it seemed the perfect combination, with trick red braided HEL lines joining them. Upgrading your brake lines on a non-ABS bike is simple but any time you're dealing with brake fluid you need to be careful as it will ruin paint and is caustic.

With an ABS bike you'll need to get access to the ABS module, which makes the job a bit more complicated as it will be hidden away – in this case underneath the



2



FITTED

- Triumph Pickup spools
- Triumph Engine and Frame protectors
- Triumph Comfort Seat
- HEL Performance Street Pro pads
- Tekarbon carbon-fibre exhaust heat shields and undertank panels
- Rad Guard radiator guard
- R & G Racing header guard
- R & G Racing tank protectors
- Ventura Euro-Touring rack system
- Metzeler Sportec M7 RR tyres
- HEL braided brake lines
- Triumph billet rear brake reservoir
- SSB Powersport Lithium Ultralite battery

3

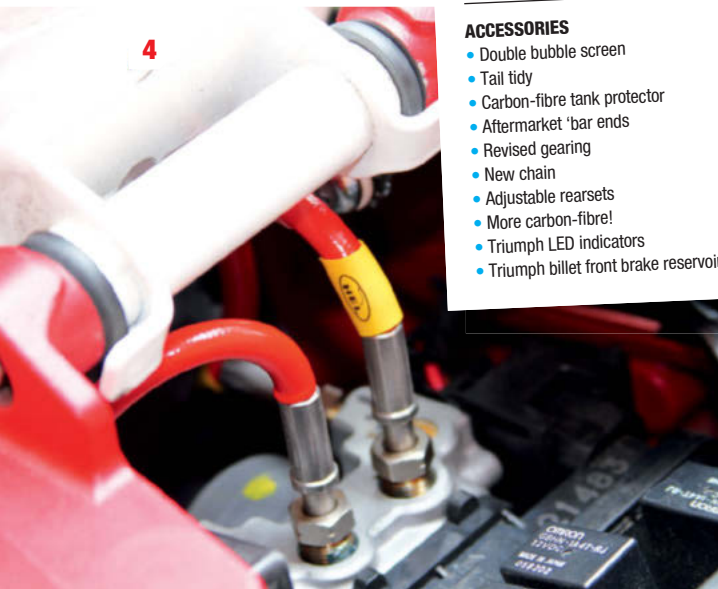


THE PLAN

ACCESSORIES

- Double bubble screen
- Tail tidy
- Carbon-fibre tank protector
- Aftermarket 'bar ends
- Revised gearing
- New chain
- Adjustable rearsets
- More carbon-fibre!
- Triumph LED indicators
- Triumph billet front brake reservoir

4



rider seat to the rear of the tank. The guys at Ric Andrews did a great job, with the addition of a genuine Triumph billet brake fluid reservoir for the rear.

A new set of Metzeler Sportec M7 RR tyres also arrived from GMoto Imports and were fitted so I could test to see just how well they lived up to their road racing origins, with the everyday commute in all conditions the perfect proving ground. My imagination conjuring up images of Isle of Man-like airtime probably wasn't the most realistic however, but they are amazing tyres with confidence inspiring performance.

Check out this issue's *Product Review* on page 91 for a full review of the Metzeler Sportec M7 RRs!

Another welcome addition is the Ventura rack system from Kenma Australia, with the Rally-Euro Touring-kit installed, while a Sports-kit and Sports bag are ready for testing for trips with less being lugged along. Installation is easy, just requiring basic tools and a little mechanical know-how. You can check it out in this issue's *Tech Tips* on p82.

The massive benefit of the Ventura rack and bag systems are you don't need to have bags or packs hanging off you and catching in the wind, while the Rally-Euro bag clips straight onto the rack and can hold a serious amount of gear. It'll hold my jacket, pants, gloves and helmet easily and the rack and bag can be taken to your next bike when you upgrade! You'll just need the new bike specific L-Brackets.

What I often get told by people who haven't used these systems is they effect aerodynamics, but in my experience this is the least intrusive way to carry luggage

on your bike and has no noticeable effect on handling.

Plus you can buy the grab handle for when you don't need the rack and the installed product is very clean and well engineered! We'll be putting the Ventura rack and bag systems through their paces for the next year to see how they cope with being used every single day!

Another addition to the bike was an SSB Powersport Lithium Ultralite battery, which I picked up from Sydney Motorcycle Wreckers out at Hornsby (1/85 Hunter Lane, Hornsby, NSW), when I lent my battery to my Dad to get his bike to a bike shop for a service. The chap out at SMWs was extremely helpful and these batteries are super light, designed to last up to 10 years or 2000 cycles, will hold a charge for over a year and feature prismatic cells which also provide higher cold cranking amps. Plus they can be charged with a normal 12V car battery charger or alternator and come with a two-year warranty. Coincidentally Dad also ended up getting the same SSB battery, with his bike seeing only infrequent use, so we'll see how they both go!

Having been without a bike during the insurance repairs it was great to get the Daytona 675R back and be able to enjoy the weather while it stayed relatively warm and clear, including taking the bike out to SMSP for the Stay Upright Advanced Course were I get the opportunity to continue developing my skills.

One of the huge benefits of the Daytona is it is at home at the track as it is on the road, plus it suits me from a comfort and ergonomics perspective to a T. Now it's time to give the bike a good wash, polish and detail! **RB**

1 & 4. The rear Hel braided line and the front lines connected to the ABS module. The red lines look great and really stand out. **2.** The Ventura Rally-Euro kit is perfect for everyday duties, as well as picking up lunch for everyone at Rapid HQ! **3.** An SSB lightweight battery is quite a weight saving. **5.** A genuine Triumph billet rear brake reservoir. Now I need a front!

SPECIAL THANKS

- Ric Andrews Motorcycles
- GMoto Imports
- Hel Performance Australia
- Kenma Australia
- Sydney Motorcycle Wreckers

5





RS250 RESTO

WORDS & PHOTOGRAPHY: **JEFF WARE**

Some bikes hold special memories and this is one of them!

Heather and I had one of these back in the day and we loved that bike – I raced it for a year and sold it to a mate, who raced it and crashed it for another year or two...

That was in 2001. We paid \$8500 for the bike second hand and sold it for \$7000 from memory...

Years later and I began to crave

another one, particularly after irreversibly re-engineering my other RS250 basket case to build my RSX550 BEARS racer. I have three RS250/RGV engines in bits, so a project bike was required.

I was looking at a swap but now I have come to my senses. I'm going to keep the GSX-R and and I paid cash for the RS250. Bigger the new carport... the car is insured against hail damage!

As it was a good mate and we help each other out with lots of bike related things I was offered a deal I could not refuse – \$2000 cash.

The bike is running and complete, ready for rego if I wanted to go that way. However it is far from pretty and needs a good restoration – mainly lots of elbow grease. I can't wait to get stuck into it and be 19 again... **RB**

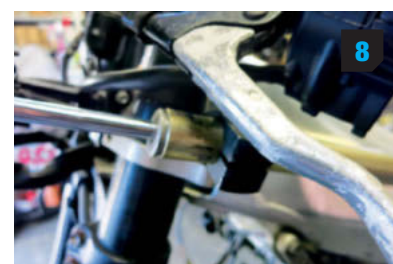
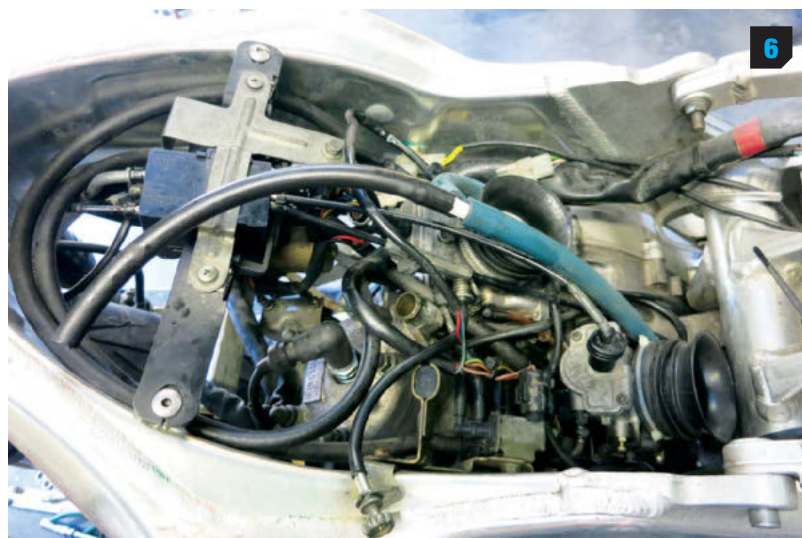


New screen needed
plus grips and levers

ON THE CARDS

- Clean out and respray expansion chambers
- Polish mufflers
- Fit new battery
- Polish and cut fairings
- New screen
- New mirror boots
- Polish alloy running gear
- Gear lever rubber
- Levers
- Grips
- Respray tank to match Harada colours
- Rebuild forks
- Fit new tyres
- Re-fit stock gearing
- Fit new switchblocks
- Fit airbox
- Rebuild top end of engine
- Service fuel system
- Service clutch and gearbox
- Re-grease steering head
- Re-grease swingarm pivot points
- Polish and grease axles
- Re-pack wheel bearings (it can be done)
- Fit new brake lines
- Fit new brake pads
- Registration

Front-end will be
completely rebuilt



1. Original Harada fairing will come up nicely. 2. The frame is badly scratched up and needs a really good grind and polish. 3. The engine needs pistons, rings, small ends, crank rebuild, clutch and I'm sure the gears and power valves need replacing here and there. 4. The frame is straight so that is a good start. 5. After a quick inspection it was decided the engine needed a full rebuild. 6. The original wiring and carburetor plumbing was always a nightmare on these and RGVs. 7&8. EX Aprilia Challenge Cup going off the Dunlop sticker and damper.

NICE RACK

Fitting a Ventura Bike-Pack system to your bike is an easy job and will make lugging around your belongings a breeze.

If like me your bike is your only form of transport and a car means begging and borrowing from friends or family, then you're probably used to annoying backpacks, stuffing shopping down the front of your jacket and never having quite enough room to make everything fit – but with a Ventura system this can all be a thing of the past!

The Ventura racks and bags are an ingenious piece of kit that originate in New Zealand and are all manufactured in the Land of the Long White Cloud. Produced by Dold Industries, Ventura was created in the '70s to provide custom luggage solutions. It's easy to see they've never looked back!

Your best value bet is purchasing a system, which will include everything you need. For the Daytona 675R I opted for the Rally-Euro Touring-kit, which for \$399.00 RRP includes the Rally Euro Bag-pack, L-brackets to suit your bike and the rack itself. When it comes to storage space the 44L bag, which can expand to 56L, simply cannot be beaten and since it will be doing everything from the weekly shop to lugging around a laptop I wanted functionality. Plus it's super easy to drop a liner bag in and fill it to the brim in wet weather, without having to worry.

As mentioned the system comes with L-brackets specific to your bike and these vary so make sure you provide the correct bike model and year when ordering, or check your VIN if at all unsure. A quick internet search can help too, you'll be amazed at the quirky things manufacturers do, or the amount of bikes sold as a later model after being left on the floor.

For the Daytona this L-bracket bolts directly to unused points on the rear sub-frame, which can be accessed by taking off the pillion and rider seat, as well as the top of the tail fairing and the pillion seat bracket. The rack then fits into the end points of these L-brackets, while the bag clips on. This is a drill kit but most Ventura racks can be fitted without fairing modification.

At this point it's important to suggest getting out the instructions, reading them



twice, grabbing all the tools you'll need and then giving them another read or two.

Having recently had a break in and our garage robbed, I quickly discovered I didn't have quite a swathe of my usual tools (that I thought I still had!) and as a result had to do a few trips to Bunnings to pick up a couple of items. This was an unnecessary waste of time and should have been done in a single trip! Regardless I picked up a Sidchrome socket set and Kingcrome Hex and Torx socket sets. The other more unusual item was a 13mm drill bit. Naturally my collection at the time stopped at 10mm and I opted for a cheaper 13mm drill bit rather than the \$70 option. My Bosch Li-Ion cordless screwdriver/drill did drilling duties.

- For this installation when drilling you need to be really accurate with your angles, as your L-bracket mounts fit snugly through these holes and bolts to the sub-frame. They need to line up well for that nice clean look you will want.

- There is limited room around the front two mounting points.

- I didn't remove any of the under-tail. I

The Rally-Euro all fitted and ready to go! Facing the rack towards the front of the bike when riding solo is recommended for better weight centralisation and to reduce wind drag.

The smaller Sports-Rack and -Pack is ideal for sportier riding to avoid any drag while still carrying a fair bit of luggage. Visit kenma.com.au for more information on Ventura racks or to order one.

lined up the drill through the sub-frame to create small guides for the larger drill bits. Then I drilled back up from underneath, being extremely careful not to smash the spinning drill bit against the sub-frame. It just needs to cleanly drill through the under-tail, which sits off the sub-frame. Minimal pressure is needed.

- The bolt heads are visible below the L-Bracket, the nut and washer are hidden under the seat on the sub-frame. Tightening can be a bit awkward for the forward mounting points again due to lack of clearance.

- When fitting the L-Brackets you'll probably need to wiggle them through the under-tail plastic, then fit the bolt and nut/washer without tightening. Fit the rack to the L-brackets to ensure everything is aligned properly, then tighten evenly.

- The nuts are nylocs but for safety you'll want to check the tightness of the nuts and bolts after installation and a few rides.

- The Torx socket pieces were only necessary for Triumph bolts but it's never a bad idea to buy what your bike needs if you plan on doing work yourself. **RB**



1 The L-Brackets for a Daytona 675R (2013-) and rack. These can be bought separately if you already have a pack as the Parts-kit.



2 The L-Brackets come with all mounting hardware and instructions and are specific to your bike.



3 Sidchrome socket set to replace the stolen sockets. Pricey but you get what you pay for in most things.



4 Kinchrome Hex and Torx socket sets – great to have, whether you're doing work bike or putting together Ikea furniture.



5 Remove the pillion and rider seats and unscrew the upper tail fairings.



6 Torx bolts provide a bit of additional security but are a pain if you aren't prepared. Torx heads for a multi-head screw driver are also great.



7 Find the correct sub-frame mounts and drill down through them to match the angle the L-brackets will bolt in at.



8 A quick eyeball will tell you how you've done. Time spent getting it right here saves a lot of drama later on.



9 Again matching the angle the bracket mounts will bolt on at, drill your guide holes with the 13mm drill bit. Avoid pushing through and hitting the sub-frame.



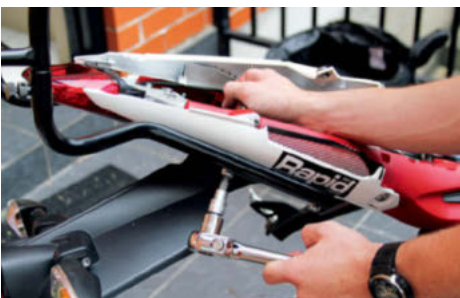
10 Wiggle the L-bracket mounts through the fairing until they sit against the sub-frame, run the bolts through and add the washers and nyloc nuts loosely.



11 Add the rack, as this will ensure the L-brackets are aligned correctly so you'll be able to get it easily on and off.



12 Ensure you've got the bolt heads facing the ground and the washers and nyloc nuts on the inside. It looks a lot better this way.



13 Tighten all the bolts up evenly. Keep in mind the max recommended weight is between five and nine kilograms. Retighten/check a few days and rides later.



14 The Euro-Rally bag and rack. The bag is 44L and expandable to 56L and being soft luggage allows you to really squeeze stuff in.



15 Here's the Touring rack with the Sports-Pack. We've also got a lower profile Sports-Rack to suit the Sports-Pack better that is fitted during the Stay Upright course on p108.



TECHTIME

WITH: ANDY SPANNERS



FZ1 V R1

I have compared the horsepower graphs of a stock 2006 FZ1 and R1 and at 4000rpm and the FZ1 makes a tad more power. At 5000rpm they are similar and then the R1 pulls away to make 20 to 25-more-hp at the top.

I would have thought that 'tuned R1' means they have taken some of the mental top-end and given the FZ1 more torque to give it more usability, so to speak, is that true?

Does the FZ1 have a fatter torque curve, or more torque than the R1? If it doesn't then what is the point? Is it also true that the major difference between the FZ1 and R1 motor is a change of inlet cam? Could you please explain the difference?

Mark, email

Hi Mark,

In stock form the FZ1 is a user-friendlier package and the FZ1 has as much torque and horsepower up to a point as the R1 should make. FZ1 owners rejoice and be happy with what is a truly amazing bike.

There is a hell of a lot more than just a cam change difference and this includes valve rates, crankshaft, gearbox parts, throttle-bodies and air induction system, exhaust system, electronic signal senders, sensors and ECU, just to name a few. And just like the R1, there are big gains to be had from some careful tuning and mods...

THROTTLE SNATCH

I commute on my CBR1000RR. When at low speed, first gear it's so hard to ride, it just seems to be on or off. In traffic it's not too bad but in city corners, the bike makes me really unsettled. Would a PC fix this problem, or should I keep the 'Blade out of the city and leave it for the open road?

Knackers, email

Hi Knackers,

Fortunately, this is an easy problem to fix. You're right that a PCV and a custom-made fuel map will give your bike a dramatic improvement to the bottom-end and mid-range power delivery and throttle control. You may even start a whole new love affair with the 'Blade and city riding!

TURBO K5

I'm currently in the middle of putting a turbo on my K5 Suzuki and I've got a few questions.

The kit I bought has a T25 dual ball-bearing turbo. What horsepower will it be good for? I have also bought new rods, pistons and head studs, basically all the good stuff to make good horsepower. The only thing I haven't got is a good set of injectors, what would you recommend?

Hopefully it will be done in two weeks so I'll send you guys some photos. Cheers,

Cameron, email

Hi Cameron

Get yourself a set of Blitz 700cc injectors. Bear in mind that you will have to mod your fuel rail and fuel system. Cameron, there is one other thing I notice and that is your turbo. It's way too small for this bike. If you need any help with this, call S&R Pro (02) 4732 2203.

ERRATIC FLASHER

I have a Yamaha R6 and I'm fitting mini LED indicators to both the front and rear of the bike.

I have changed only the rear set and put a resistor in. This gives the correct flash rate.

The problem is when I connect the front LED blinkers they all flash faster, even with both the resistors connected.

What capacity or brand should I use to correct this? I have tried two sets from different dealers and different brands. One set works (10/100w) with only one LED connected and the other set seems to do nothing at all, apart from heat up more than the other (grade 8.8). How do I know what I'm getting, there's no consistency in packaging?

Great mag, keep it up. Have you considered doing profiles on the workshops you may use? Or even a directory with locations. Also, a list of upcoming events.

Blake, email

Hi Blake,

Thanks for the suggestions. They've been passed on! It sounds like you are having a bit of trouble with your blink rate! This is common when doing an LED conversion. To be honest, I can't be sure of the correct resistance that you would need because not all LED blinkers are the same. Though, it does sound like you are wiring it up the wrong way, especially if it's heating up and you've tried two different resistors.

One option is to email the manufacturer of the LED indicators and ask them for the specs. But why should you be bothering for the third time? Take it to a bike shop and make it their problem. Any mechanic should be able to wire up the right resistors for your blinkers and it's not expensive at all, you might find someone who'll do it for a six-pack. And if they put in the wrong resistors they have to do it until it's right. But if you want to keep trying yourself, amps = volts x resistance, so resistance = amps ÷ volts.





SOFT FORKS

I purchased my first road bike a few months ago, a 1990 FZR250R. I haven't stopped smiling since. I grew up on a farm around dirt bikes and I know the importance of having the forks and rear shock set up for your weight when riding dirt bikes, I just never did it. Is this as important for a road bike?

The reason that I am asking is that my FZR's forks seem excessively soft, with the front end diving a lot, even under gentle braking. Using the age old technique of a zip tie around the inner tube, I measured the bikes fork compression as 31mm under the bikes weight, and the addition of my weight (85kg) compressed the forks an additional 25mm. Gentle braking from 10km/h used 77mm of fork travel, whilst a hard stop from 15km/h used the entire 130mm of fork travel.

Noting the absence of any type of clickers or other external fork adjustment, how can I change the characteristics of the forks if they do actually require adjustment?

Nathan, email

*Nathan,
I would say that a road bike's set-up is equally, if not more, important than a dirt bike's in many respects. Having the bike ready to follow your commands and assist with traffic related scenarios of the unplanned variety is paramount to a good plan for survival! No sense in making things more difficult for ourselves eh?*

The FZR's fork nowadays would sadly be labeled 'dated', as it is of a damper-rod or sometimes called shuttle valve design, and unfortunately the fork springs it sports even when new were never really firm enough for here in Australia...

As springs tend to shorten a little with age, the preloading on them that they need to keep the nose up when at rest and especially when you get aboard decreases.

Add to this fork oil which could well be in need of some refreshing, and inner stanchion plastic sealing collars which have perhaps worn down about the damper rod, in a

system which was designed only to damp movement as the oil's speed increased enough (velocity squared damping) for it to do so.

Any fluid breakdown, seal leakage or component wear will be greatly amplified, and allow quite a bit of initial free-movement prior to seeing much in the way of control.

There isn't any way to adjust the Fizzer's fork externally, but what you could do is to sort out some preloading for under the cap, so as to reduce your, "Bike on its own weight sag" (static). Of course this will not make the spring harder, just delay its sensitivity to loads a little.

Firmer springs might turn out to be what you are after here in the end. Yet correcting your preload, and freshening the fork with some quality oil, some new seals and bushings will help matters for sure!

Hope that helps you some, and don't forget to check the shock's linkage on that model for undue wear and grease the bearings in it periodically, as they can run dry.

SUSPENSION SETTINGS 2009 ZX-6R

My name's Daniel and I've been riding for three years and have just upgraded to a 2009 ZX-6R. The suspension feels pretty good to me but I don't do many track days and 99 per cent of my riding is on the road.

Having never ridden a well setup (suspension wise) bike, how do I know if my current suspension is at its best for me and my riding conditions, having nothing to compare to? I'm a bit scared to just start playing with suspension settings on my brand new bike. If I take my bike to a suspension specialist like yourself, would you be able to analyse and set up suspension correctly, with the rider not really knowing what they want? (Except a better ride obviously.)

Additionally, what are the basic mods you guys would suggest on a moderate-average budget to make a bike a better road package? I have already bought a fender eliminator, and will be buying a set of shorty Pazzo levers, a full Akrapovic system and a new airfilter soon. Anything else quick and easy?

Daniel, email

*G'day Daniel,
First and foremost, the spring preload*



should be adjusted so as to get the right sag at each end of the bike for the places you ride. There isn't really any need for you to provide information for how you want it to feel. It is more a matter of finding an acceptable balance from the standard equipment for both ends of the bike, a balance which will allow them to accept bumps and holes in unison and so allow the bike to track its lines in general with better attitude -

it should be made as easy as possible to ride basically.

The other thing that can happen while you are having this adjusted, is a good chat! Which will help greatly with that fear of adjusting things on your own - with settings written down for you to take away and always go back to, it should seem less daunting to try a few suggested adjustments when on your own later.



SHED SET UP

While it may be argued whether it is essential that your workshop be equipped to undertake a full concourse restoration project, turbo build or merely everyday maintenance of your pride and joy, few will dispute the need for such a space.

Some advice may be to take the stance that in order to establish your own space it helps to surrender the house to the significant other. In my experience this is a powerful incentive and one that will not have detrimental consequences on your relationship. Be smart and tactful in order to get what you know you need and you will achieve your goal.

Otherwise be prepared for opposition at every turn, it's your choice!

Once your space has been established it is a good idea to clear the area. Remove everything on a suitably fine day until it's completely clear. Starting with a clean palette is always advisable.

Clean the area well then take some time to think about what you really want from your space. For some it may be more of a showroom lounge than a workshop, with rarely more than an oil change anticipated. This is an entirely personal choice, it's your space so do with it what you will. Anything is possible with a little imagination. A TV, beer fridge, even carpet if that's

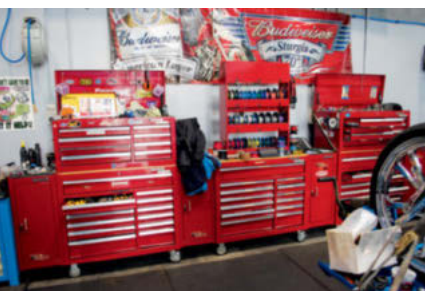
Setting up your shed, man-cave or place of solitude is not only a rewarding experience but will also help with organisation, focus and containing your projects. If you're really lucky your significant other may think locking you away with all your mess was their own idea!

your preference. You may never wish to respray bikes or rebuild engines, so determining your level at this point is important before filling it with equipment that you may never use.

MAKE A LIST

Ok, so you have everything outside and your space is now clear. It's now time to make some lists.

Firstly, write down everything that you have taken out of your shed. It may seem futile but being organised at this stage is vital. Go through your list and remove any items not related to your workshop. Negotiate new homes for these items (ie, under the house, in the roof cavity). Your



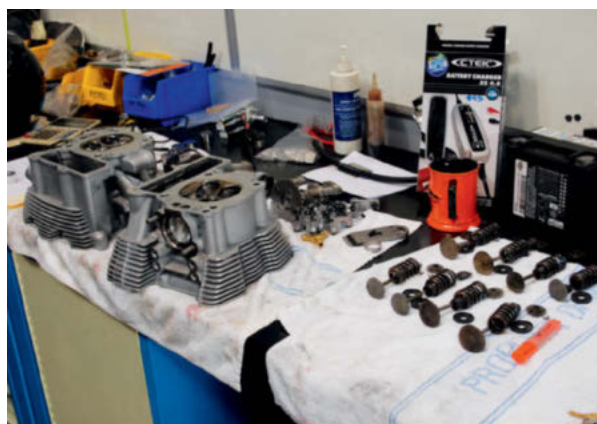
new space is not merely storage anymore but a place of your choosing, so make it what you want it to be.

Make a floor-plan and start assembling the things you need. There are some basic requirements that you may wish to consider at this point.

FLOORING

Start from the ground up. While an unfinished concrete floor is a great basis for your workshop, you can really make your garage stand out by painting the floor. Not only will this look great but it will cut down on the dust in a big way. There are plenty of options available and I would suggest consulting a knowledgeable paint supply shop for advice on your options. Consider a non-slip paint where possible and one that is able to handle the odd spill of petrol it may experience. Rubber matting designed for work spaces is highly recommended, it will reduce your fatigue and improve grip and safety where you stand for extended periods of time.

You don't need every tool under the sun but if you do, you won't need to make any emergency trips to your local hardware store halfway through a job!



WALLS

Carefully analyse your floor-plan and decide what you may be able to hang on your walls. By doing this at an early stage you can avoid the difficulty of trying to fit hanging space into an already full workspace. There are many types of options available at your hardware store, from old fashion masonite peg boards to steel slotted sheets able to support plastic buckets for your various parts and odds and sods. Making full use of the available space can make all the difference.

LIGHTING

By far the most effective lighting and bang for buck is fluorescent lighting. It is relatively inexpensive to buy and run and provides a strong white light. For larger areas with high roof space sodium lights are the go, although this is a step up in cost to set up. Think about your work benches and having dedicated lights for these areas as well. LED lighting is becoming less expensive these days and may be a suitable cost effective option for spot lighting your work benches. Have a look around your local lighting store or large hardware store as there are many new products available these days. One thing is certain, good lighting will help you work in safety and make projects that much easier to complete professionally.

WORKBENCHES

A sturdy workbench is essential and while its construction is optional – either timber or steel, it does need to be sturdy and able to support things while you work.

A first project may be to construct suitable benches. If timber is utilised consider the bench top be finished in 12-20mm hardwood marine ply. Optional and preferable in at least some bench space to be finished in steel, either galvanised sheet or stainless depending on your budget. Have a sheet metal shop bend the sheets with an upward backslash and a downward fold at the

front and simply glue or screw in place.

Consider shelving for extra storage under your benches and even doors. Secondhand kitchens can form a handy basis for your benches, just make sure they are securely mounted and of sturdy construction to handle the rigours of workshop use.

A VICE

Not to be confused with anti-social habits, a steel vice or two is essential, mounted securely on your workbench. Once again making sure that the workbench is sturdy and well secured to a wall and floor otherwise the vice is rendered useless. When choosing where to locate your vice on the workbench, consider the space required around it. You may need at least a metre either side for items to be placed in the vice. Rotating vices are a worthy option also if space is at a premium.

DRILL PRESS

A worthy option is a bench mounted drill press for easy and readily available quality drilling. There should be plenty of options under \$100 at any hardware shop. You will be surprised how often you will use it. Be sure to store drill bits, and extra bosses nearby for ease of use. Be aware also of the metal swarf that a drill produces. Careful management of swarf will eliminate injury and contamination of clean areas within your workspace.

FIRE EXTINGUISHER

A clearly marked and mounted fire extinguisher, with a type suitably chosen for your safety is essential. Contact your local fire authority for the latest relevant expert advice on placement and type to best suit your needs.

AIR COMPRESSOR

A quality air compressor should be essential in your garage. Not only are there a whole range of air tools designed specifically for workshop use, there



are also the benefits of adjusting tyre pressures daily and the use of spray equipment. Impact guns, ratchets, plus smaller air powered multi-tools are priceless for your workshop and all relatively inexpensive. If spraying is going to be a component of your intended use then look at compressors with CFM of 8 or more plus larger tank capacities over 80L. Much less capacity than this and your compressor will be working overtime and most likely not be able to give you the performance you desire when spraying. Another possible alternative is a smaller compressor but when spraying utilise spray pots for your extra air capacity.

PARTS WASH BAY

There are dedicated parts wash containers available at your local engineering supply shop. These are great as they are self-contained and come with reticulating pumps and lights and a lid. With a little ingenuity you can also construct a parts wash bay. Consider a converted sink with a mesh basket and a small electric pump. I have seen a simple setup which utilised a cut down enamel tub from a clothes washing machine which sat inside a slightly larger drum which contained the solvent in which parts were submerged. No pump required!

MOTORCYCLE BENCH

While a motorcycle workbench is not essential this should be fairly high on the priority list. Having your motorcycle at an appropriate height really does make all the difference, especially if like the author of this article you have any back issues. There are some excellent benches available with hydraulic adjustment, with prices starting around \$500. Constructing your own is of course possible but to be honest I would look carefully at what you can buy, as I suggest that for the included features the investment would be a prudent one.

BEAD BLASTER

This may seem like a dreamer's option until you realise how useful a bead blaster is. There is no better tool for removing rust or cracker paint than a bead blaster. Forget using messy paint stripper forever. Once you try one you will be convinced to buy one for your workshop. Restore an old cylinder or any steel or alloy part to look like new in minutes. They are available in a range of sizes to suit whatever your budget and space may allow, from freestanding to bench-top cabinets.



SPRAY BOOTH

A small spray booth may be considered for those set on major restoration projects. A fairly basic booth can be easily constructed with a stand for your parts to be mounted on, in a central position. Portable tungsten work lights can be an effective heat lamp in cold conditions while wetting the booth prior to spraying will help with dust, overspray and increase the humidity, an aid to a professional finish. An extraction fan to remove any paint fumes and overspray is highly recommended. A well thought out spray booth makes it easy to achieve near as good as a professional result, given some room for trial and error!

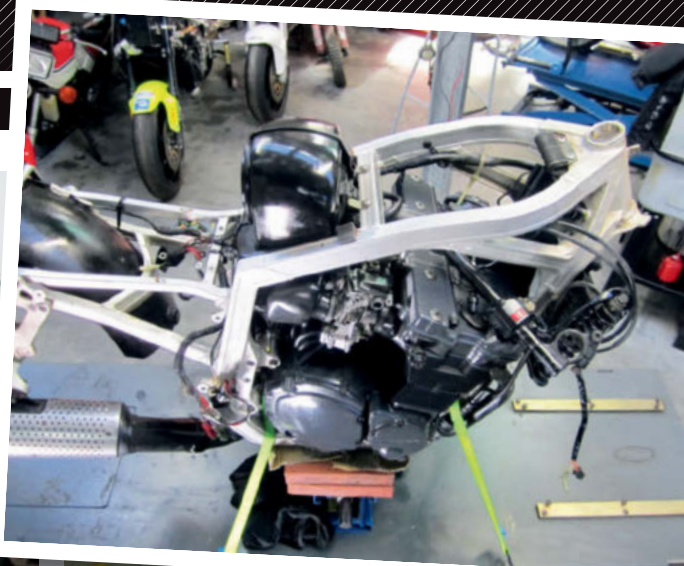
TOOLKIT

A good quality set of metric spanners (or imperial for you unlucky ones!) ranging from 6mm to at least 24mm is a must. The 6mm jobbie can come in handy for carb' disassembly or for some cables. The most common sizes you'll use are 8mm, 10mm, 12mm, 14mm, 17mm and 19mm so at a minimum you will need those. You'll also need a good quality set of screwdrivers with a number two and three Phillips Head and a range of Flat Heads. Sockets should be strong, quality items and a 1/4, 3/8 and 1/2in drive set will be necessary. Try and stick to the 1/4 and 3/8 where possible to avoid stripping or snapping any fasteners.

Allen keys in L-shape, T-bar and socket form ranging from 3mm to 12mm should

A compressor has huge utility and is a really good investment.

A parts washer is also a good idea if you're into the DIY work, while bench sander can be useful for a number of jobs.



get you by but most bike engines have at least one huge odd-ball sized Allen key hidden away somewhere.

You will also need a nylon or plastic hammer, a copper-faced hammer, a selection of punches, internal and external circlip pliers, clutch basket holder, valve spring compressor, telescopic magnet, a set of bearing drivers, feeler gauges, gasket scraper and stone, vernier calipers, complete micrometer set, a dial-gauge, an in-lbs and ft-lbs torque wrench, V-blocks, surfacing plate, die-grinder, air blower, degree wheel, valve-seat cutters and lapping tool, ring compressors, tap and die set and possibly an impact driver for stubborn fasteners. Plus there are the special tools for your engine such as unique pullers, holders, sockets, etc. That's just a basic kit!

MAINTENANCE

A tidy workspace makes it easy to undertake any project you feel capable of. A handy workshop practice is to keep your area clean and well organised to best utilise this space. A good rule of thumb is to make sure you always clean your tools and reassemble them back into their various toolboxes, ready for the next project or stage of assembly or disassembly. Once into this practice you will find it so much easier to find your tools. There is nothing more frustrating than searching for half an hour for a tool that you know you have! Take pride in your new space and others will notice. **RB**

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METZELER SPORTREC M7 RR

Metzeler's new Sportec M7 RRs are designed for sports handling in all conditions with exceptional wear properties.

Metzeler's new Sportec M7 RR is the latest tyre to join the family and claims pride of place as the sportiest tyre of the range, with the RR referring to Road Racing.

The reason for this is that the M7 RR has been developed in conjunction with Metzeler's experience in the Isle of Man TT, Northwest 200, Southern 100 and many more. These events' road based nature puts the emphasis on real world conditions where wet, slippery surfaces and damaged roads are an expectation not an afterthought and reflect most everyday rider's regular experiences.

After scrubbing the tyres in, wet weather arrived, quickly highlighting the M7 RRs awesome wet weather performance, where grip is unquestionable, even heading through my favourite set of corners, which are littered with road snakes.

The tyre's rounder profile compared to my last set from another manufacturer did take a little getting used to but became a welcome change with a neutral, less aggressive turn in but better control, ideal for both commuting and sportier riding.

The funky groove system is an eye-catching feature and is designed to effectively evacuate water, being deeper towards the centre of the tyre and shallower but wider towards the shoulders. This combines with the compounds used to ensure stability and even wear, as well as ensuring the grooves remain open during road contact.

The land-to-sea ratio has also been revised from that on the Sportec M5s to provide an increase to 14.7 per cent on the front, while the rear has been reduced to 11.1 per cent, with drainage from the front tyre recognised as being the more important.

The front M7 RR also features a 100 per cent silica compound, where the rear is a dual-compound, with a 70 per cent silica central compound for better wear characteristics, and 100 per cent silica shoulders for optimal corner grip.

The tyre structure has a radial carcass making use of rayon for better rigidity and shape holding, with 0° steel belt using Interact technology to provide progressive grip at all lean angles.

What does this all mean? Well basically that the Sportec M7 RR is a wickedly good tyre. My first impression apart from the rounder profile was how

exceptional wet grip was right off the bat, despite cooler weather. Whether traversing greasy city roads in traffic, on the freeway or squirting along the local twisties in the wet, grip was confidence inspiring.

Things only got better in the dry with impressive tracking and easy line holding. The feeling of grip is extremely solid and reassuring and I found myself with more grip than usual along my usual tracks when having fun through the twisties – at a faster pace than my normal too. Braking performance also remains top notch with plenty of grip for coming to a rapid halt, and sidewall support, with the M7 RRs providing a plusher ride as well as great feel.

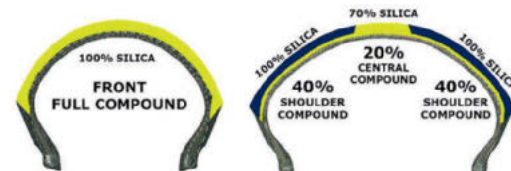
At the track for the Stay Upright Advanced course the tyres performed exceptionally, with showers during the sighting laps not hindering grip or the feeling of confidence provided by the tyres at all, while drier conditions for the rest of the day left plenty of room for testing the tyres out.

While much of the riding was exercises, with the later part of the day being sportier laps, warm up time was quick, with no noticeable wear after the days riding. Towards the end of the day with the faster full laps the M7s

continued to provide great grip and feedback, including while pushing harder through corners and adopting new techniques.

While not as heavy-duty use as a normal track day the M7 RRs still impressed and will no doubt be used for future track days and of course the everyday commute!

It's a bit early too tell how Metzeler's claim of 20 per cent better mileage than the M5s pans out but we'll be testing that. One thing is for sure however – the performance and confidence these tyres provide is exceptional, especially in all conditions meaning in wet weather you'll still be heading out the door with a smile on your dial. **RB**



SIZES

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110/70 ZR 17 (54W) TL – \$ 199.95 RRP
120/60 ZR 17 (55W) TL – \$ 209.95 RRP

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180/55 ZR 17 (73W) TL – \$ 299.95 RRP
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160/60 ZR 17 (69W) TL – \$ 279.95 RRP
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GMoto Imports is the official Australian importer of Metzeler tyres. Visit your local Metzeler stockist for more information. GMotoImports.com.au

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This issue is a bumper 180-page all-track magazine with a review of the 2014 Aussie racing season as well as a guide for all things track related, from technical tips and tricks to coaching and product reviews and tests. Of course, *Knee Down* would not be complete without our famous track guides and, this issue, we have our seven favourite local tracks covered corner by corner.

Knee Down also features track tech articles including info on tank grips, tuning, accessories, brakes, maintenance, tyres, screens, oils, exhausts, crash protection and even bike transporting. We also have special features on behind-the-scenes race stuff and plenty of glossy images from the past 12 months on the track and in the pits. It's a beauty!

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HIGH-POLITICS

Politics is a cruel business, with little forgiveness, seizing advantage where possible and no mercy for the weak or gullible. Actually, that could describe the Lemmings Motorcycle Club's social activities. But also applies to politics. And those politics are particularly nasty when it comes to club leadership.

The Lemmings don't have elections, as such. We do, however, specialise in coups, regicide and just generally ignoring what we are told to do. Because of the generally anarchist nature of the Lemmings and the uselessness of its self-proclaimed leader, Magellan, no one pays much attention to anything except drinking and riding anyway.

And in case you were wondering, yes, he's called Magellan, after the first person to circumnavigate the globe, on account of constantly being hopelessly lost and trying to get everyone else lost in the process.

When he says, "Follow me, I know this



Hangmen and political connivers work best when the human spirit is at its lowest ebb...

place, I grew up here," we invariably know it's going to be an unusually long time before we see the final destination and it won't have anything to do with directionally challenged Magellan's incompetence.

It was mentioned to Magellan that perhaps we ought to consider a different way of doing things, which called forth a response that left few places to go. "We must be aware of needless innovations," he said, holding himself in the glorious splendor of leadership, "Especially when guided by logic."

He does however, have, a politician's ability of predicting what will happen and then the astonishing ability afterwards to explain away why it didn't.

There was a view within the club that one should not try to change things, that it was a case of, "My club, right or wrong". In Magellan's case, however, one doesn't get much of a choice – years of practice have allowed him to develop a rare ability to obscure the fairly constant fact that his whole being is entirely preserved in alcohol.

So, tired of his incompetence and never actually getting anywhere, we started plotting. The dirty work of politics is almost

always done in the grim hours between midnight and dawn. Hangmen and political connivers work best when the human spirit is at its lowest ebb.

It was less a coup we were planning and more a revolution. A revolution is an abrupt change in the form of misgovernment. This was all intrigue and high politics, which is not the art of the possible but consists of choosing between the disastrous and the unpalatable. Yet, we were beginning to take a certain unseemly pleasure in Magellan's untimely yet gruesome demise.

Blackie said he liked the idea of including Queensland politician Bob Katter in the mix. "I also liked a former army commando who went on to build his own boat and go sailing," Blackie said apropos of nothing. "His name was Brian but he changed it to Jane when his switched genders." This left-field observation attracted some negative attention.

"Yes," Blackie continued, "I've increasingly felt more comfortable with the crazy ones." This, I have to say, was already self-evident.

Magellan himself became increasingly aware of his immediate plight. "I used to be a priest, you know," he pleaded, "Even though I didn't believe in God".

I responded, 'You were a trainee priest, not a priest. They kicked you out because you did not believe in God.' This was not untypical of Magellan's uncanny lack of self-reflection.

It was not a question of whether we

would depose our leader, all that was being discussed was the timing and manner of his execution.

'But murder is a crime...' I protested, 'We'll get busted!'

Bullbar piped in, "Use the women's hormone excuse – 'I was drinking bourbon and playing pool until three in the morning and then my male hormones kicked in and I stabbed the mongrel'."

My own view is that planning a murder, such as state execution, is inexcusable. It is cold and bureaucratic. Crimes of passion are much more acceptable. 'Murder is only okay,' I conceded, 'If you happen to be in a bad mood.'

"Great," said some new young fella who was clearly destined not to last long, "Ned wakes up in a bit of a cranky mood and kills someone to feel better."

That was, of course, not at all how I intended it, although that was and remains a possibility. More to the point, I think we should all take the advice of Billy 'The Texan' Longley who, surprisingly – even to himself – died of old age.

"When you want to kill someone," he once infamously said, "Just do it and don't tell anyone about it."

That seems like good advice to me. If Magellan mysteriously disappears or shows up dead somewhere, don't look at me. My defence is, 'I didn't do it. Nobody saw me. You can't prove a thing.' Failing that, it'll no doubt be a hormonal thing. Maybe Brian the commando was on to something. **RB**



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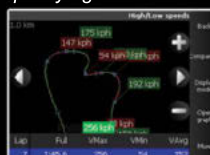
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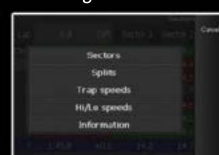
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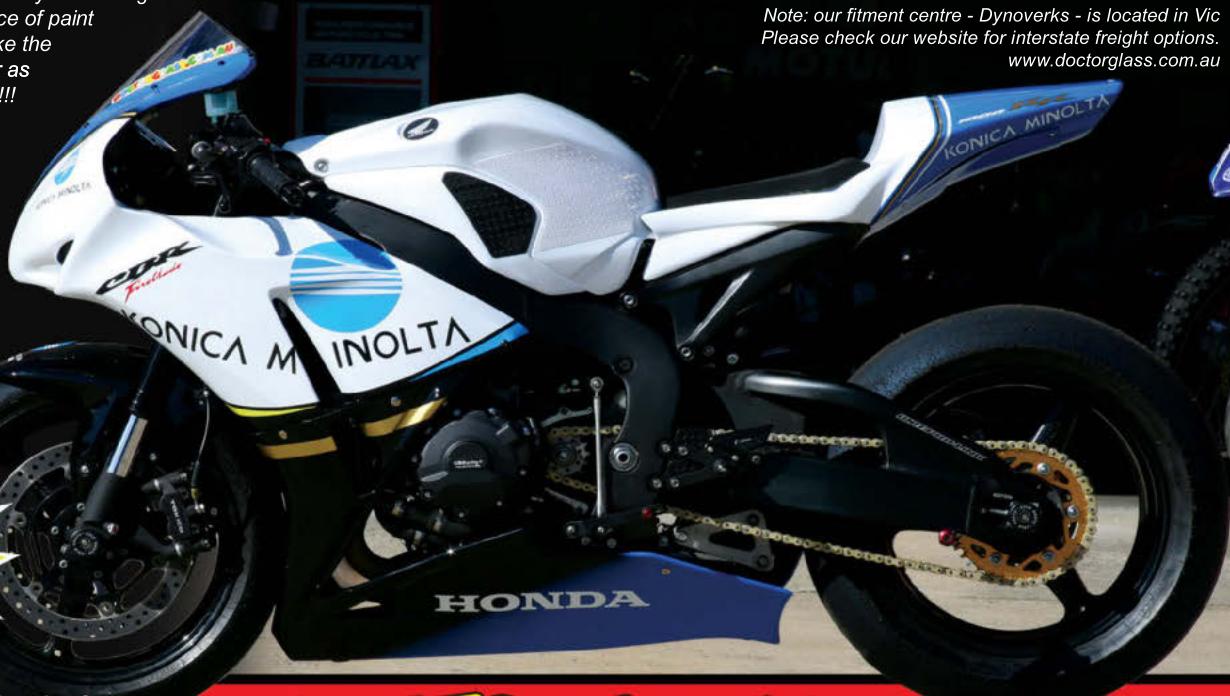
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JUDGE NOT...

While the modern dependence on social media has made the world of speciality motorcycling – of whatever niche – into a bigger global society, the parallel worlds of Facebook, Twitter and Instagram (other social media is available) do seem to have brought out the devil in many otherwise innocent motorcyclists.

The high level of shit-sliding, which seems especially prevalent on the FB 'motorcycling community' pages, seems to be the curse of modern society.

The Rise Of The Keyboard Hero is no doubt something that'll go down in the history books as the social happening of the early 21st Century.

It seems that you can barely glance at your monitor or smart phone without encountering some lowlife ranting about the ill-advised use of anodised handlebars, twin Dominator headlights, false carbon-fibre, Ducati 916 tail units, headlight masks, anodised fasteners, rim strips or knuckleduster motifs...

However, it appears that those naysayers that shout the loudest also seem to be those who are least active in actually building bikes – so maybe there's a certain level of envy that's creating the bitchiness.

But the keyboard warrior syndrome is alive and kicking in the world of the modified motorcycle – or at least in the digital, online world. It's certainly far less prevalent in the proper world, at bike shows, rallies and events. But then, if you're slating someone's bike to their face, there is a much higher probability of getting your lights punched out...

Of course, some wrath-inducing, slanderous bike-dissing is one thing, while well-intentioned advice is something completely different. Some sensitive souls may take some insensitively-worded suggestions the wrong way – often as a slur on their capabilities and personality. And quite often there's a situation that arises, unnecessarily, when a bike builder has jumped to his own defence when someone was merely trying to make a helpful comment.

After all, a suggestion from a professional engineer that points you towards using 6082 grade aluminium tubing for a subframe, rather than the welded seam steel tube that you'd originally intended to use after you'd blagged it from the local plumber, should be taken in the context in which it was

intended – that of safe operating practice, rather than a wind-up merchant extracting the urine...

Naturally, one man's meat is another man's poison – not everyone likes the same thing. While a clown-style headlight mask may be an aesthetic enigma for most of us, there are actually people out there that like them (yes, even some people over 12 years of age!).

Although that statement kind of proves my point – to anyone else, our opinion as to what looks good is, pretty much, irrelevant.

As long as that person gets to build (or have built) the bike that he or she wants, surely that is the desired end result? Those personal preferences shouldn't make you a target for any kind of ridicule or slander.

I have a near-obsessive level of interest in hotrodded air-cooled Kawasaki four-cylinder four-strokes

But then, if you're slating someone's bike to their face, there is a much higher probability of getting your lights punched out...

but I don't expect people to take the piss because of it. Some light-hearted ribaldry between friends is all part and parcel of having the sort of banter that makes acquaintances into good mates.

However, shouting your mouth off on social media, slagging somebody else's pride and joy just because it's not the bike you'd own (if you eventually got off your sorry arse to actually build, or even own, your own bike) is about as socially-minded as taking a dump in a cardboard box and posting it to the local childrens' home with a label marked 'chocolate for the kids'...

Even those of us who earn a crust commenting on modified motorcycles have to tread carefully, choosing our comments and phraseology to ensure that offence isn't taken when none is intended. Or, for that matter, when some is...

There has been a surprisingly significant number of feature bikes with what some might refer to as 'glaring errors' (although



they're rarely referred to quite so politely), that have had to be ignored, with no comment made within the magazine article. Equally, there have been a few potential feature bikes, astounding machines engineering, that have had to be overlooked... Usually due to paint and artwork that, in the current flammable climate, may be considered being racially or religiously intolerant. But that's another argument entirely.

This kind of situation is usually at its most intense when having to judge a custom motorcycle show. Judging a class such as 'Best Classic' is invariably easy, but 'Best Streetfighter' or 'Best Cafe Racer' brings in so many personal opinions. After all, we've all heard that interminable question, "What is a streetfighter?"

The big difference being, of course, once the judging is done at a show, the bikes that get to be pointed out are those that are being praised, rather than having some internet idiot say, "It looks crap, because I say so!"

Essentially I'm saying, if you can't say anything nice, say nothing at all. Surely it's far better to use any emotion or frustration brought on by a dislike of a certain part or design as fuel to power your own desire to build a better bike for yourself.

Don't be a keyboard warrior, be a road warrior, on a bespoke machine that everyone envies...

And, most of all, ignore the naysayers. **RB**

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*"Read my column
in this issue"*

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JUSTICE

BY-THE-WAY OF LEGAL INTEREST

GUESSTIMATIONS...

Martin is an Engineer working for a large corporation.

He has a full car licence but was on a red P1 licence for his LAMS motorbike. We all know the score – any speeding offence even less than 10km/h over means a three month suspension of his P1 licence.

In April 2014 at 11 o'clock at night he was following a friend both riding bikes on the Old Pacific Highway when he hit that long straight just north of The Road Warriors Café at Mount White.

This straight is on a rural road with no street lights and the only building is a bush fire facility half way along.

As he hit the bend at the start of the straight he looked at his speedo and again twice more on the straight and it showed 57-59 km/h each time.

There was a reason for this – being the strong desire not to breach traffic laws, which would mean an automatic loss of licence, plus the knowledge that the OPH is patrolled heavily by the Police.

His friend sped up a little leaving a bigger gap and as they approached the end of the straight he suddenly saw red and blue lights from a Highway Patrol parked near the edge of the road just before the bend.

Both bikes stopped and both riders were given 10km/h and over tickets. Martin was not asked for a statement or comment and was just given the ticket.

Naturally he was pretty unhappy about this and called me.

After advice he elected to go to Court for a defended hearing.

The evidence of the female Highway Patrol Officer in the witness box was astounding including:

- She was sitting inside the Police car
- She was looking through the windscreen

- She had measured the distance of the straight to the bend at 550m
- It was pitch dark
- She saw headlights and thought it was a car
- She estimated the speed of the car at 10-plus over the 60km/h limit
- She discovered about half way down the straight that in fact the 'car' was two motorbikes
- They were riding one behind the other
- There was a gap between them of 10-30 metres at the end of straight
- The fact that the car changed to two motorbikes did not change her ability to estimate the speed of Martin's second bike...

Unfortunately the Learned Magistrate accepted that despite these conditions the experience and training of the Highway Patrol Officer was such that the offence was proven and Martin was convicted and fined.

This is despite Martin's clear and unshaken evidence in the witness box that what he was doing was within the law.

Martin was unhappy but I was livid!

With some coaxing by me Martin lodged a conviction appeal and in December I appeared before a District Court Judge.

There is no new evidence given on these appeals as the Appeal Court relies on the transcript and submissions made by me and the Crown.

After His Honour read the transcript I addressed the Court starting with that the Crown has to show "beyond reasonable doubt" that the offence occurred...

After that I did not have to say a word as His Honour said it was not possible for any human to estimate the speed of my client under those circumstance (my view



exactly) and allowed the appeal and quashed the conviction.

I then asked that a cost order be made in Martin's favour as now in hindsight the charge should never have been laid.

Again His Honour agreed and ordered the Police to pay fees of over \$6000, paid by Martin, to be refunded within 28 days.

While I am happy for myself and Martin, it takes guts and commitment to do what Martin did and take on City Hall and pay all that money.

I can tell you that at least 90 per cent of people would have just paid it and whinged.

It also shows you that even Police make mistakes and it is important to challenge issues on principle or where it is clear a mistake has been made.

Mark Stenberg
Solicitor
SYDNEY

Sadly some of the Bad Boys have given in to the cops and transitioned to enduro and adventure bikes.

MISCELLANEOUS RAMBLINGS

CHANGING TIMES

The times are a changing!

Our annual or twice annual rides to Phillip Island have evaporated – I have not been for two years.

Some people I ride with have sold their sportsbikes and are buying adventure bikes and keeping their enduro bikes (road registered dirt

bikes, not motocross bikes).

Why you ask? The main reason is that Police target bikes, which have phenomenal performance so it easy lose concentration and bang! Also the Victorian Police have been giving a hard time to interstate bikers so they stop going.

My experience is that about 90

per cent of us use our car licence daily and can't afford to lose it.

Why give in to the HP? This means they win, sad day – Ed

Let's live the dream and meet on the winding road or single track... and you can always contact me on mark@lawstop.com.au

DISCLAIMER

"Sue me????... Don't be a Wanker... OR IN OTHER WORDS... The above article is topical entertainment rather than legal advice as your circumstances and rules that apply to you are likely to be different. For abundant caution seek individual legal advice for your actual situation."



Action on the track was red hot with plenty of Hayabusas making an appearance!

WORDS: JAMES WALKER PHOTOGRAPHY: BRANDON ATKINSON



BENARABY ALL

2014's Benaraby All Bike Event was set back by rain on its original date but was a stonking event when rescheduled.

Benaraby Raceway may not be as famous as Willowbank or Eastern Creek but I'd have to say that I had as much, if not more fun at the Benaraby All Bike weekend as anywhere else I've been.

This year the *Rapid Bikes* crew were invited to witness how the central Queenslanders drag race and as a virtual beginner to this form of motorsport I was among the majority of people who assume it is just a point and squirt affair. Nothing could be further from the truth

however and the fact that this track is exclusively run by volunteers says a lot for the level of local commitment.

I prepped up my trusty Speed Triple and had a go in the Street Bike class only managing a modest 12.6s pass as my best, with two red lights in the finals putting me out of contention. Still, most of these guys have been at this a lot longer than me – and it shows!

In the fully prepared Pro Stock bikes, Hayabusas seemed to reign supreme, while in the Historic class bikes ranged from old school GSXs to Kwakers, all

The Benaraby All Bike event is open to all comers and is the perfect way of giving drag racing a try, with a huge variety of bikes entering, from LAMS bikes through to specially built dragsters.

stretched and slammed and looking mean as. Stripped, flat black rat bikes that looked for all the world like escapees from *Mad Max* were looking old but did themselves proud regardless.

The thing about this meet is that it's an all-comers event – just book your entry and turn up, race and go home. You just have to try it, I mean if an old fossil like me can get it together then anyone can give it a go.

A word of warning though – drag racing is totally addictive! Get the bug and the God of Acceleration will have



Peter's stunningly Suzuki T500 was an eye catching piece in the paddock.



Reegan Ward's 'Busa which he lent to his son Mitchell.



ALL BIKE EVENT

you in his clutches (you'll go through a fair few of those too...).

The list of machines and people present was also as varied as they come. A pair of LAMS 250 Kawasakis battled it out ridden by a young apprentice and a young mother. A family of racers under the Smith Bros racing team name fielded old '70s CB Honda Fours.

Reegan Ward and his son Mitchell raced on their Busa and Gixxer respectively. Unfortunately Mitchell's Gixxer developed an appetite for valves early in the day, leading to his Dad lending him his Busa to compete on – what a legend!

Mitchell repaid the honour



by coming a close runner up to Brad Lemberg who was also on a Busa.

Harleys owned the twins class but I witnessed quite a few Ducatis hot on their tails.

Scott Fulloon took the Top Qualifier spot on his V-Rod but ended up runner up to Matt Dickenson's Softail.

The Historic class was led by a CB750 piloted by Noel Bartley and another Honda 750 with Craig Bartley on board picked up the runners up place – I'm not sure if these two are related. Best Qualifier spot went to Jessie Barbeler on a Suzuki GS1100. ▶



Peter Leggo prior to blowing out his whitewall rear tyre, winning him the Burn Out Comp in the process.



My class – Street Bike, was dominated by large capacity Kawasakis with Brendan Delaney's ZXR1400 getting Best Qualifier, with Bob Phelan pushing his big ZZR 1100 to second place and Andrew Campbell taking the top spot.

Last but not least the Modified Bike class was represented by the ever-present GSX-R1100 ridden by Alan Herriman, while Matt Haplin took second place on his R1 and the win went to Cameron Cowell.

The racing was over but it doesn't end there – the traditional burn out comp saw a few thrills and a lot of smoke.

An old GPZ1100 destroyed two tyres,

only to see a Harley Davidson take the win by blowing up a whitewall rear in spectacular fashion – expertly handled by Peter Leggo.

Thanks go out to Reegan and the rest of the CQDRA for an awesome weekend and making us feel very welcome. Thanks also go to the sponsors without which this event wouldn't be possible.

And folks this is probably one of the only affordable forms of motorsport left, so get into it soon before they make it illegal! The Central Queensland Drag Racing Association (CQDRA) can be contacted via their website:

BenarabyRaceway.com. RB





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ISSUE 95 PRAISE

I've just finished reading issue 95 front to back and I had to email Jeff to say congratulations. That old feel of *Rapid Bikes* is back. I have to admit, over the past few years, the mag has had a more mainstream or conservative feel at times but I've kept buying it. Now it is more ballsy again! Lots of tough bikes, fast bikes, techo stuff and the best thing as has always been the case, no politics and no bullsh@t! Keep it coming and don't change!

Ben Dillon, WA, Email.

G'day Ben,

Thanks for the feedback. So far it has all been pretty positive and that is a good thing. We've got our mojo back brother – Ed

OLD SCHOOL COOL

I went to the International Island Classic in January and have since bought myself a CB900 Rolla Door to do up as a track bike. I won't be racing but after reading your reports on the TBR Katanas and the mighty T-Rex Racing Harris Honda I had to do it. That must have been something special to ride. Watching Paul Young give the Suzukis and Yamahas a run at Phillip Island was memorable. The sight, sounds and speed of these old beasts is just something else...

I could not believe my luck when a few pages after the Harris Honda dream ride article, there is an article on a stunning CB900-F2 Bol D'Or.

Wow! Talk about inspiration to get my bike done. I could not believe my luck when I saw these two bikes in one issue.

Keep some of these muscle retro bikes coming, Jeff and team, as us old blokes love them!

By the way my road bike is a CBR1000RR Fireblade, 2009 model. Yep, I'm a Honda man.

Keith Jones, TAS, Email.



G'day Keith,

Thanks for the email. The Island Classic is a fabulous event I would not miss it any year. It's no secret we love all performance bikes here at Rapid HQ and have a soft spot for 1980s and 1990s. Check out my Editorial, I just got a 1995 CBR. My first Honda! – Ed

996 V 899

What a great idea punting old and new together. The 996 and 899 together in issue 95 was great and what a way to spend a day. Two of my all-time favourite bikes at The Farm. Pure heaven! The 916/996/998 are the best looking Ducatis ever built but the 899 in red comes close from certain angles. Hard to believe there is a 20hp advantage from the 899 to the 996 – just shows how far engine and electronic development has come in 15 years or so.

I've always wanted a 996 or a 998R – but the piggy bank is empty just now. Thanks for the read and the pictures though, at least I got some sort of fix!

Ian Strong, WA, Email.

G'day Ian,

I'm with you there. I love the 899 and sadly it goes back to Ducati soon but I still reckon the 916 – 998 is the sexiest bike ever built. I can't see it ever being topped... – Ed

FAN OF THE POM

What can I say? Apart from you have hit the mark! Issue 95 was the best issue of *Rapid Bikes* yet. From front to back every page is worth reading twice and that is something coming from me. The *Industry Profile* and *Aussie Workshops* pages are good, it's nice to put personality to the products and services we all take for granted. An Extreme Creations turbo kit for an MT-09 anyone? Only *Rapid Bikes* would be cool enough to run that in the products pages! My favourite section has always been *My Ride*, I love seeing the reader's bikes. Might have to send a picture of my 2008 ZX-10R soon, once the carbon bits are on.

My Shed is awesome. If I had a shed I'd be in there too! I noticed the *Staff Profile* is Pommie. Where is he? I have not seen him in the mag much and my mates and I (all *Rapid Bikes* crazy) agree he is by a mile our favourite bike journalist on the planet. Not only can he ride like a bastard, he does the best technical tips and tricks articles as well. I've bought *How To Customise Your Motorcycle* and was stoked to see lots of good stuff in there from Pommie. Bring back the Pom! And tell Kar Lee he should be designing all bikes for all manufacturers. His creations are mind blowing!

Now I just need to get back to the Andrew Pitt test of the Tom Sykes ZX-10R. Did I mention ZX-10Rs?

Dale Weir, NSW, Email.

G'day Dale,

Thanks for the email, mate! We reckon Pommie is pretty cool too and as soon as the bike testing season kicks off, he's the man on the job for sure. Stay tuned for lots of Pommie wheelies and endos! – Ed



WINNER

SOMETHING THAT DOES IT ALL

I'm looking to purchase my first brand new bike and can't decide what to get. All of my previous bikes have been trick sportsbikes but these days my wife has the car all the time as we have two little ones and the bike is going to be my only real transport. It has to do a 160km return commute four days per week and do the regular Sunday morning run through the hills. I want to be able to do the odd track day at Winton Raceway and the bike needs to be able to carry luggage. It also has to be easy on tyres and last me at least 10 years. What do I buy?

Drew Waters, NSW, Email.

G'day Drew,

Well it sounds like you need a 1985 RZ350 in all honesty, ha! Seriously, your question is one that can only be answered by you. Bikes are so personal, as you know, and it's the connection you have that will determine the bike. I'd start with naked - middleweight naked, and go from there. This new Suzuki GSX1000S and GSX1000F are looking like they could be on the money for what your needs are. As we go to print I'm off to Spain to ride them so check back next issue or visit our website for the test mid April - Ed



INSPIRED

I've been reading *Rapid Bikes* for three or four years now and find it totally inspiring. The work some owners put into customising their bikes is fantastic. I own a mint condition GSX-R1000K5 and I'd love to see a K5 in *Rapid Bikes*. Unfortunately I was not reading the magazine back when my bike was new so missed your reports on it. So you can imagine how stoked I was to see the K5 *Used Ride* test in issue 92? Hard to believe that 10-years on, the K5 is still such a fantastic bike. I read that you had a project or staff GSX-R1000 K5. Any information on the modifications you did would be appreciated.

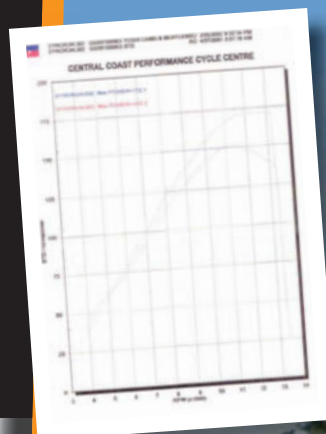
Rodney Fowler, QLD, Email.

G'day Rodney,

Now you are bringing back some great memories. Project K5 was our very first project bike and was generously given to us by Suzuki Australia. It was my personal bike and I practically lived on it back then. The list of modifications was extensive - I suggest you go to rapidbikes.com.au and purchase all issues from Aug/Sep 2005 to July 2006. The bike was featured every issue. We fitted Dymag forged wheels, Gilles rearsets, Elka shock, Braketech rotors, Ferodo pads, Power Commander PCIII, Hel brake lines, Oberon reservoir caps and rego label holder, Yoshi Tri Oval muffler, Vortex fuel cap, oil filler cap, frame sliders, BMC airfilter, Yoshimura camshafts, GSX-R600K4 inlet valve springs, Yoshimura high compression head gasket, Powerbronze everthing and more. We started with 152hp and finished with 172hp and lots of grunt! - Ed



Don't forget to follow us on Facebook and Twitter, share our page with your friends and enjoy our daily news, reviews and rants! While you are at it set rapidbikes.com.au as your home page. Our website is updated daily with news, bike tests, custom bikes and features! It also has a great online shop!



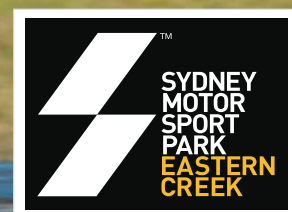
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ADVANCED 1 SKILLS STAY UPRIGHT TRACK COURSE

Rapid Bikes sent Kris along to the Stay Upright Advanced 1 course to brush up on his riding technique.

WORDS: KRIS HODGSON PHOTOGRAPHY: KEITH MUIR



H heading out to SMSP is always a recipe for fun, whether you're doing a track day or brushing up on your skills and on the day of my Stay Upright Advanced I course we were lucky enough to have great weather, apart from an early light shower during the sighting laps.

Arriving early at the track, I was greeted by each and every Stay Upright staff member I passed, with a friendly hello and banter as I headed up to sign in for the day.

Heading up into the conference room I was met by Wayne Clarke, SU's Instructor Development Manager, and one of our instructors for the day. He would be taking us through many of the exercises the Advanced group would be doing for the day.

By 8:30 everyone had arrived, with a huge variety of bikes on hand from a BMW scooter through to a Bandit 1250 and even cruisers, and all riders were briefed on the basic rules of the track, with a quick introduction to the areas we would be covering – manoeuvring, braking, obstacle avoidance and cornering, as well as flags and the general rules. This included no overtaking during the early exercises, to take everything at your own pace and ensuring you



left plenty of room for other riders during the exercises.

Naturally the emphasis is on learning as much as possible in a safe manner under the expert guidance of the Stay Upright instructors.

During these early exercises we would also only be using half the track, with an Intermediate course using the other half which includes the new section, while the full track would be opened up after lunch.

As a nice easy start to the day we were also broken up into two groups to help keep everyone flowing between exercises, with everyone doing sighting laps behind our instructors. This provided a great opportunity for those new to SMSP to get acquainted with the track we'd be using, as well as for everyone else to refresh their memory and

figure out their lines.

Prior to each session we'd be briefed as a group on what the exercise would entail, which riding strategies we would be practicing and how they were relevant to riding on the road and track.

What made this particularly good was the relaxed, conversational delivery of all the information and instruction, with another instructor, often Matt providing examples on one of the Stay Upright Yamaha R6s.

The first exercise was on manoeuvring and obstacle avoidance, with two exercises set up on the straight and between turns one and two, both manned by instructors, to give everyone the opportunity to practice the skills twice each lap. This also meant when circulating back to the exercise on the straight you would get a bit of a ride to help cool down and enjoy the track.

The instructors would point to any riders they wanted to talk to one-on-one to provide advice and pointers to.



The follow sessions provide one-on-one feedback for your specific riding habits.



Each set of exercises would be led out by the instructors who would take you around the track and through the exercises for the first loop. No room for confusion and very organised!

The exercise itself involved a random cone out on the track which you would ride straight towards and dodge (manoeuvre around at the last second) as well as a slalom or set of cones you needed to zigzag through, with the spacing between cones tightening as you travelled through.

Now while this sounds relatively simple it meant using positive bar input or pressure, while keeping your upper body flexible and looking through the cones so as not to target fixate.

The tightening of the cones towards the end also provided an additional challenge!

What the briefing and exercise really revealed was that much of what we do while riding is automatic and comes to us naturally but we often don't consciously know what we are doing or exactly why. With this understanding and practice we are more prepared for the many risks we face on our roads, not to mention a better rider!

My pointers after the first run was to make sure I wasn't looking down too much, as well as ensuring I was giving the bars the positive pressure on the relevant side while focusing on my upper body being flexible and moving, as I was locking myself in too much.

In the following sessions I was able to really concentrate on this and see a massive improvement, with one uses of this exercise

being avoiding potholes or another vehicle by making a quick change of direction.

Next we covered braking, which may seem a relatively straight forward exercise – you know when you've got it wrong!

A special visitor was on hand to assist here, with Bwuce nabbing one of the instructor's R6s to demonstrate just how different braking methods have different results, including just using the rear brake, applying both and the difference in stopping distance between 60km/h and 120km/h.

While Bwuce was a real character, it certainly demonstrated the importance of having a strategy for braking, while most of the group couldn't help but laugh at Bwuce's antics.

Braking was broken down into rolling off the throttle, set-up and squeeze, which meant taking the slack out of the lever and transitioning on to the brakes, the front first, followed by the rear, then moving down through the gears to ensure when you came to a stop you could make a quick get-a-way should the vehicle behind not be very observant.

The other message here was that when you have a system and train yourself to use it, in an emergency that is what will come to the fore and be a reflex which is what you want, as it'll help prevent an accident and give you far more control.

We also covered emergency braking, which is an area that is really good to practice, prior to needing it, but which can get you in trouble on public roads (practicing it, that is)!

This exercise had instructors signalling riders to head down the track at 60km/h and make an emergency stop when they waved, which was a bit nerve wrecking as the distance rapidly closed and you waited for that wave!

In this situation you're using the earlier braking system but much faster with greater braking force while avoiding a lockup, as well as snapping down through the gears – being able to take off again if someone behind you isn't paying attention can be a life saver on the road!

The opportunity here to make a number of emergency stops is great, although to be honest I'm pretty spoilt with the Daytona's Brembo system, which is also backed up by ABS.

These lessons are still highly valuable now but I can't help but think they would have been totally invaluable when I first got a bike and would have saved me a few heart in mouth moments in those early days!

Again with these exercises we also received one-on-one feedback from the instructors, allowing improvement and fine tuning between each exercise and really pin-points your specific problems or areas to work on.

The final exercise was cornering, after



Bwuce demonstrates many new rider habits that aren't very safe.

ADVANCED 1 SKILLS COURSE

The Advanced 1 Skills Course is an eight hour course available in NSW, ACT, Queensland, Victoria and South Australia.

Course pricing varies by state with the full track course at Sydney Motorsport Park costing \$550, or \$450 for the South Circuit. Gear requirements include: a motorcycle helmet meeting Australian Standard AS1698, a motorcycle jacket, motorcycle pants (kevlar-reinforced or leather), motorcycle gloves and boots that provide ankle protection.

Tea, coffee and drinks are provided, as is lunch and a full tank of petrol should get you through the day.

For more information visit: StayUpright.com.au



Doing the slalom exercise was great fun and really demonstrated the level of control that is possible!

turn in point, as well as moving my upper body – leading with my shoulder – into the turns, instead of just sitting on the bike.

Taking this on board when it came back to my turn again to be followed, Wayne let me know I had improved with moving my upper body which I could feel and was concentrating on, while still needing to work on my vision and transitioning off the brakes as I started to turn.

What was great about this is that with groups of five or six, you have quite a few laps to put into practice all your advice before you get further feedback.

Finally we were let loose for a couple of laps to put everything together, with a warning to still take it easy, with the instructors lapping with us, or more accurately, lapping us.

Following a great day with no incidents we all headed back to the briefing room where we received a certificate for completing the course and had a chance to chat with our instructors before heading off, with the sage advice to take it easy on the road and ride safely.

The course couldn't have been better summed up than by one gentleman who

approached Wayne and said, "I don't know why I didn't do this years ago..."

The combination of skills and strategies that are covered by this course is perfect for riders of any level, although I would honestly say this course should be compulsory and subsidised by the Government for new riders to help create better riders, such is its value!

The level of one-on-one feedback is amazing, with a friendly, laid back atmosphere that gives everyone an opportunity to learn at their own speed as well as picking up really important skills and strategies that could definitely save your life on the road. I'm looking forward to doing the Cornering and Manoeuvring Course as the next step later in the year!

A huge thanks go to our instructors for the day – Wayne Clarke, Matt Cooley, Steve Coppock, Nathan Johnson, Mick Miller and Steve England. Oh and 'Bwuce' who had us in stitches demonstrating some important braking points! **RB**

A special thanks to Stay Upright and Sam Maclachlan. For more information or to book a course visit stayupright.com.au

lunch, at which point we were given the opportunity to use the full track, while doing follow laps in which we were split into smaller groups of five or six riders, and would take turns leading, with our instructor – Wayne Clarke for my group – following the leader and giving individual advice at the end of the lap.

With this exercise the general advice in the briefing was scanning ahead to formulate a plan for the visible track, following your plan for positioning, speed and gear prior to the corner, rear brake for stability in slower corners and leaning to the outside to counter balance your bike's weight in lower speed corners, or leading into a faster corner with your shoulder.

The advantages to even smaller groups was of course getting feedback in a one-on-one situation, as well as being able to see what feedback the other riders in your group were getting, which could also be taken on board.

For me my feedback was in looking further through the corner instead of fixating on the



REPORT: IRPR PHOTOGRAPHY: STEVE DUGGAN

UK DOMINATION

Australia's hold of the International Challenge has finally been dislodged by the UK.

The United Kingdom sensationally snapped Australia's 10-year winning streak in the International Challenge teams' event at the 2015 International Island Classic at Phillip Island Grand Prix circuit, held on the Australia Day weekend.

Led by Northern Ireland's Ryan Farquhar, who finished as the highest individual point-scorer after the four six-lap races, the UK team finally knocked an out-of-sorts Australia off the top perch in the Tahbilk International Challenge with a 42pt victory (617 to 575), followed by America on 445 and the Graeme Crosby-captained New Zealand on 347.

Despite Aussie riders winning three of the four races, consistency was the decisive ingredient for the UK team, with not only Farquhar but also Conor Cummins and Jeremy McWilliams putting in the hard yards.

The win was an emotional one for the UK team, especially for the squad's mainstay McWilliams, who has won the individual standings three times without ever taking home the equally coveted team trophy.

"This is a great day for the UK team, and understandably there's a fair bit of emotion in the pits at the moment," said McWilliams. "The International Challenge is extremely tough and you've

Mechanical problems plagued the Australian team, with the UK riders proving unbeatable, led by Ryan Farquhar, who also took the Ken Wootton Perpetual Trophy home.

got to be there in every race.

"This weekend, we had solid riders and solid equipment and we proved to be more reliable when it counted.

"We still had our fair share of issues but to get past those headaches and taking the victory is an absolutely sensational result.

"Congratulations must also go to Ryan (Farquhar), who was incredible all weekend."

Farquhar's victory in the Ken Wootton Perpetual Trophy as the individual top scorer came about in the most stunning – and unexpected – of circumstances, with Australian Brendan Roberts (Suzuki Katana) a popular bet to claim the



The Island Classic saw a record number of entries, with 525 bikes entered in 56 races over the three-day event.



Cameron Donald on the Tom Dermody owned XR69 leading Giles and Metcher.



Ryan Farquhar leads Brenden Roberts and Steve Martin.

This is a great day for the UK team, and understandably there's a fair bit of emotion in the pits...



honours before he ran off at Doohan Corner (turn one) on the final lap of race four and failed to finish.

That opened the door for Farquhar, but there was still another prickly issue for the Yamaha Harris F1 rider to deal with, he had to be beat his teammate and International Challenge rookie Cummins (Honda Harris F1) to make sure of victory.

Cummins was in fifth position heading into the final lap of race four, and Farquhar was eighth – but the tables were turned during the last 4.445km with Farquhar finishing in fifth and Cummins seventh.

That saw Farquhar finish on 141pts after consistent 8-4-6-5 finishes, with Cummins producing a 139pt haul with his 7-6-5-7 scorecard. McWilliams (Yamaha Harris F1, 2-1-17-6) was third overall on 138pts, his lowly result in race three coming after he stalled his bike on the grid and had to make a charge through the pack from last position. ▶



Donald, Giles, Young and Roberts crossing the line.



Robert's DNF in race four was the culmination of mass attrition for Australia's core of star riders...

"This is all a bit of a shock really," said Farquhar, a long-time supporter of the International Challenge. "Race four was really all about playing the team game but in the latter stages I knew what the equation was and I just really put my head down."

"The victory hasn't really sunk in yet but if you ask me about midnight tonight I'm sure I will have come to grips with it all by then!"

Robert's DNF in race four was the culmination of mass attrition for Australia's core of star riders in the International Challenge, with Katana brethren Steve Martin, Shawn Giles, Jed Metcher, Paul Young and Cameron Donald all failing to either start or finish one race – three in the case of Martin who had a wretched weekend.

Moreover, Rob Phillis failed to start the event after mechanical issues felled his Suzuki XR69.

Martin's bout of bad luck continued in race three when his bike blew an engine seal, with riders including McWilliams, Young and Roberts caught out by a trail of oil at turn 10. The race was red-flagged with all riders except Martin returning for the full restart.

That followed on from a crash for Martin on Friday and electrical problems on Saturday.

Giles won races one and three, while Metcher came home in the fourth, clearly the fastest rider on the track. It was a solid hitout for the Melbourne-based Metcher ahead of his wildcard appearance at the World Superbike round at Phillip Island in February.



UK gun riders Cummins, McWilliams and Edwards' leathers ready to be donned.

Damien Kavney (XR69, 10-10-10-12), riding for Team New Zealand, was fourth overall in the Ken Wootton Perpetual Trophy on 122pts, from Giles (1-DNS-1-2, 119), Metcher (4-2-DNF-1, 116), Young (DNF-3-3-3, 114), Laurie Fyffe (Harris Suzuki, 11-11-12-16, 114), Cameron Donald (3-DNF-4-4, 112) and Roberts (6-5-2-DNF, 110).

The highest placed individual finisher



for Team America was Dave Crussell (Yamaha TZ750) in 11th position on 105pts.

Meanwhile, there were joint winners in the Phil Irving Perpetual Trophy, awarded to the riders who accumulate the highest amount of points outside the International Challenge.

Levy Day won it for the third time in five years and shared the spoils with Michael Dibb.

Day clean swept the 350cc Classic and 500cc Classic classes and Michael Dibb was just as prolific in Unlimited Forgotten Era and New Era Formula 1300cc classes. **RB**

Jed Metcher was the star of the meeting on his #91 Katana.

TAHBILK INTERNATIONAL CHALLENGE

FINAL POINTS

1	United Kingdom	617
2	Australia	575
3	America	445
4	New Zealand	341

INDIVIDUAL RESULTS

1	Ryan Farquhar, UK,	141
2	Conor Cummins, UK,	139
3	Jeremy McWilliams, UK,	138
4	Damien Kavney, New Zealand,	122
5	Shawn Giles, Australia,	119
6	Jed Metcher, Australia,	116
=7	Paul Young, Australia,	114
=7	Laurie Fyffe, Australia,	114
9	Cameron Donald, Australia,	112
10	Brendan Roberts, Australia,	110



Giles wins from McWilliams. The Yamaha had the top speed the Katana the acceleration.

BROUGGY

THE BUZZ

Once again, with the assistance of my able-bodied team of coaches and event staff, I had the pleasure of running the California Superbike School program in the Philippines at the extremely fun (if not completely motorcycle friendly) Clark International Speedway. The event was not only booked solid but it was also very well supported by BMW for the three-day event.

On the third day, which was reserved for sponsors, supporters and selected VIP students, I had the pleasure of sampling a few different bikes out on track – instead of being chained to the classroom, as is normally the case.

When I say a few different bikes, I mean a few very different bikes. First up I went out on the sort of bike that is quite familiar to me, an S 1000 R – it was an easy adjustment and suited the mix of corners that make up the challenging three kilometres and seventeen corners of sometimes questionable tarmac.

Then, of all things, I jumped on an F 800 GS. Yep, a little adventure bike. Although at first I felt perched way too high and in a riding position that was completely foreign to me, it took only a lap before I was dragging my knee on every corner and giggling inside my helmet like a sugar infested tween at a *One Direction* concert.

Sure that I couldn't possibly top that experience, I jumped on the even taller R 1200 GS, and proceeded to pass every sport bike on the track... aside from the S 1000 RR mounted coaches of course. Despite me checking the GS's off road capabilities with a minor foray into the gravel trap after miscuing my braking marker into the decreasing radius turn six, I was laughing so hard I think a little bit of wee came out. It was hilarious.

Every rider I passed seemed to be a crouching infant marsupial clinging to the back of their mechanical mother. I, on the other hand, was completely comfortable, with my aging body protected by the plush suspension and geriatric friendly riding position.

To top it all off, after interspersing a few sessions back on the S 1000 R, I took out the Maxi-Scooter. After several sessions of feet-forward action and laughter so hard I nearly crashed several times, it was all I could do to remove my helmet over my massive smile. After my final session on the scoot, one of the Filipino staff who spoke very little English asked if he could have the key. He then proceeded to lift the seat, checking the luggage compartment.

One of the other locals asked what he was doing, to which he replied, "Looking for the groceries". About half a dozen guys who were within earshot



almost collapsed. Then it struck me. This is what it's all about. This is why we do it. This is why I do it.

Looking around me, all up and down the pit lane there were riders of all shapes and sizes, of all ages, from many places around the world. They all have different types and amounts of riding experience. They rode at very different speeds. They spoke many different languages. They lived very different lives.

Yet for that moment, we were one. We were united. We shared our experiences and our facial expressions. Some were speaking animatedly to each other. Some were jostling others imitating real or imagined passing moves in their last sessions. Some stood or sat quietly watching the other participants on track with an endorphin fuelled euphoria reflecting in their faces. Nobody was exempt. Everybody felt it. Everybody got it. This is why we ride. This is why I ride.

I guess it shouldn't surprise me. I've seen it many times in the 30-plus years I've been riding racetracks and the almost 20-years I've been doing this job but today it got me. It really got me. Perhaps it was the unique environment. Perhaps it was the fact that although I still had to do my job, I wasn't responsible for the logistics of the event (which is where most of my stress comes from).

Perhaps it was the fact that this day I rode probably more than I'd done in the last six months combined.

Perhaps it was the different bikes I'd ridden. Perhaps it was how relaxed I felt. Perhaps it was a reaction to the ridiculously spicy local

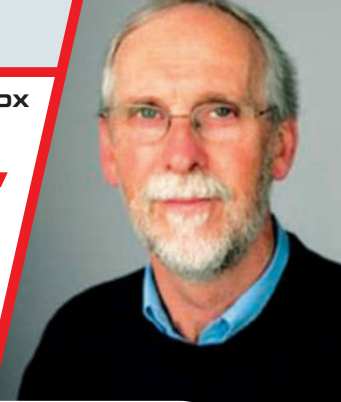
dish I'd eaten the night before. Perhaps it was a combination of all of the above. I don't really know and I don't really care.

All I need to know is that it happened. All the time I've spent honing the various aspects of my life that are necessary to do what I do successfully converged at that moment. All the work I've done as a rider. As a coach. As a business owner. As a human being.

Some five hours later, when we finally disembarked the mini-van back at our motel in Manila way past my normal bedtime, although not quite the chirpy guy I was at the track, I was still smiling inside. Still feeling the buzz. Yep... this is why I do it. And as long as I keep feeling this way, I guess I'll keep doing it... **RB**



SHORT SHIFT



THE NATURALS

Two poignant anniversaries passed on March 5. It was 40 years since Anthony Gobert was born in Sydney and 20 years since Gregg Hansford died in a car-racing accident at Phillip Island.

Widely different personalities to be sure but both superb natural talents. Two racers who, while very successful, missed bigger prizes that many expected they might achieve.

Hansford won 10 World Championship GPs in two seasons, placing him number four among Australia's all-time GP winners. At the time he retired, he headed that list. Many still wonder how Hansford did not win a world championship and why he never gained a ride on a truly competitive 500 GP machine. As a winner of World Formula 750 Championship races on Kawasaki triples against masses of four-cylinder opposition, surely the 500 class would have suited him better than 250/350.

Potential 500 rides with Suzuki and Yamaha evaporated, in large measure due to loyalty to Team Kawasaki Australia boss Neville Doyle and the World Series movement co-led by Kenny Roberts. But having waited a year for Kawasaki's square-four 500, Hansford's motorcycle racing career was ended by injuries sustained in a crash in Belgium on July 5, 1981.

Gobert won eight World Superbike Championship races, the first as a 19-years-old at Phillip Island in 1994 after literally walking out of the Honda garage and along pit row to join Kawasaki. And the last in stunning wet-weather

performance at the Island in April 2000 on a Bimota-Suzuki V-twin. He was the "Go-Show", a showman. You might recall his strip tease after winning both 1996 WSBK races at the Island.

By way of coincidence, Gobert fills position four among Australia's all-time WSBK race victors. When he went to GPs in 1997, he was second to Troy Corser, with six wins versus 11. Mick Doohan was a three-times 500 GP champion going into 1997 and considered Gobert a genuine threat.

However, the 22-years-old rookie's best GP finish of the year, indeed his best GP finish ever, was seventh in the Austrian 500 GP – in a season where Suzuki's best five finishes were one fifth, one sixth and three seventh placings.

Gobert lost his Suzuki GP ride soon after for smoking dope, a sanction that some contracted riders of the 1970s might have found problematic. He went on to win 11 US Superbike Championship races, including five in the 1999 season and to ride a few more 500 GPs with MuZ-Webber and Modenas. Crewmen examining the data from his 2001-02 US seasons reportedly marvel at his throttle control.

Great things were predicted for Gregg Hansford before he'd started in a GP. The four-times national champion had dominated the 1977 Canadian World F750 Championship round at Mosport Park, and finished top-four in the two US rounds at Daytona and Laguna Seca. Chris Carter, as editor of the 1977-78 *Motocourse*, rated him number five in the world and, "A man to beat," when he moved to the GPs. He went on to win four 250 GPs, six 350 GPs and another F750 championship race at Assen.

Former 500 GP crew chief Dave Cullen tells a story about something that made Hansford special from a different perspective – on water!

"I was in Adelaide doing the 1980 Swann Series with Graeme Crosby and the Suzuki XR69," Cullen said. "Jeremy Burgess, who was also a Team Suzuki mechanic then, took a group of us water skiing on the river. There was a Suzuki wetbike – like a motorcycle on skis, as seen in one of the James Bond films – *The Spy Who Loved Me*. I'm a motocrosser, but I found it quite difficult to ride.

"At the end of the day, JB's ski boat was full and I ended up being doubled back to the boat ramp by Gregg on the wetbike.

"It was rock steady, even when crossing the wake from another boat. That's when I realised



Gregg had extraordinary balance."

Another side to Hansford was his stock of motorcycle-racing anecdotes that sadly were never recorded. After he switched to car racing, he would happily fill an hour during a lunch break from TV bike commentary recounting the joys of racing in Venezuela or almost sleeping through the start of a GP at the Salzburgring.

Before the demons took hold, Gobert was great value off the bike – ready for a chat and a quote. He once ventured that his post-career goal was, "To drink beer, have sex with beautiful women and sit on my arse."

Anthony Gobert is not in a good place now, but people genuinely want to remember his joie de vivre and epic rides. Mention his name to multiple Australian Superbike Champion Marty Craggill and he immediately recalls the times when Gobert would jump in his van and drive 800km down the Hume Highway so they could go dirt-bike riding. **RB**

Footnote: If you reckon as we do, that people are best remembered on their birthdays, Gregory John Hansford's was April 8, 1952.





WORDS: EMMA BAILEY

SHAPING UP

GOAL SETTING

This issue of *Shape Up* I've decided after a lot of questions from readers that I'll concentrate on training and how to adhere to your program and a solid and well-rounded routine.

A lot of people struggle with sticking to an exercise program or sport because they lose track of time and think one day won't matter. That one-day turns into two and eventually you find yourself only training when you have nothing on. If you want to stick to a program and make a real contribution to your fitness, track riding or race meeting, a schedule or routine is a must have.

We will start with training – one hint and the most fundamental is everything is dependent on what you are aiming to achieve. Maybe you have recognised that you need help with fatigue or increasing flexibility to improve movement on the bike. Being able to narrow down the area that you want to work on is in some ways the best way to reach goals and



"Sticking to goals and a weekly training schedule can be hard!..."



stick to a particular form of training – it is a measurable piece of information.

I still tell people to include a variation of all training aspects – cardio, interval and strength based training but when doing so, have that one area you are trying to fix as the foundation of the program.

Interval training is great if you don't like the long endurance based sports like cycling and running, so your interval training can be boxing with run intervals and mountain bike riding for sessions with high burst energy sections.

Sticking to goals and a weekly training

schedule can be hard!

I have struggled at times but it is all about having a program that you can enjoy, so it does not become a chore. There are so many exercise techniques now that can be adapted to rider development and getting a great program that can be performed almost anywhere is definitely possible

If you don't have time to get outdoors, getting a program that is mostly home based and can be done with minimal equipment is a great idea.

Setting short-term goals that are achievable

and manageable around your daily schedule is the smartest way of reaching your goals. Write them down in a diary as a constant reminder of what you are trying to achieve. An example can be, being able to complete five laps of a race track without fatigue and then in another couple of months eight laps around the same track without fatigue.

A good program to follow is one which is individualised to what you and your body responds to. It's all about finding a rhythm, as well as having enough variation that your body will continue to adapt to training and the changes you want to see.

Also don't forget the one ingredient that is most important – to keep the body fuelled and ready to perform your training program. Part of being healthy is our diet and eating is the way we fuel our bodies for everyday activities. It is best to follow a well-balanced diet, with enough protein and carbs to resupply the muscles glycogen after each training session and to be ready for the next.

So if you need a little motivation get out the pen and paper and write down some short term goals and set yourself training targets that you'll be able to reach and will help you get the skills and development in your riding that you have been aiming for.

If you are interested or think I can help you, contact me at: e.bailey90@hotmail.com



NEW SEASON OUTLOOK

We had a pretty quiet festive season in the Pitt household because in the absence of a trip to Australia for Christmas we were waiting for another little boy to come along. And come along he did on the seventh of January. For now little Vincent is pretty calm and good, nothing like his older brother who tries to get out of moving cars. Vincey loves eating and is pretty good at sleeping, we just need to convince him night time is for the big sleep not daytime.

With a few other options falling through for PJ and myself I find myself continuing my role with the Czech World Supersport team.

I have managed to negotiate a good support package from Kawasaki Europe and through old relationships I was able to convince Akrapovic to develop a specific exhaust for our bike. Nowadays they are the best and mainly work in MotoGP for the factory teams and some Moto2 teams, so getting some help for a World Supersport team was a long shot. I know the owner of the company pretty well still from the early days when they supported Kawasaki and team Eckl so Igor Akrapovic said, "Why not? It's time we had something better for the Kawasaki ZX-6R."



Add to that we have made an agreement with a new engine tuner from the UK who has been doing the top bikes in the UK for years, particularly Shakey Byrne's Superbikes. The initial results have been great and we are really looking forward to seeing our complete new package on track at the two day test at Phillip Island.

PJ is back on the bike for 2015 after Ten Kate showed a lot of interest only to then decide to shut down their Supersport program due to Honda Europe pulling their support. The advantage being PJ is on a bike he knows, with a team he knows and going into a second year where he will know every circuit he rides on. The bike we have put together is much improved and he will step it up a level I am sure.

We were urged by Kawasaki, if I can put it that way, to take the newest French hope in Lucas Mahias. He won every race in the French Championship last year and did the last two rounds on an R6, qualifying on the front row in France and finishing fourth in Qatar. We thought we were done with the hotheaded French riders but we will try and take a deep breath and keep a lid on this one, as we had to do with Marino. Hopefully he won't have the usual huge entourage of girlfriend, manager, private physio, riding coach...

Anyway the kid is fast and if he learns tracks quickly like he did in Qatar and wants to listen

and learn, then he can also be on the podium every weekend. The Kawasaki support was increased with the addition of Lucas so they believe in him, which has to be a positive.

On the Superbike side of things I am really looking forward to see how things unfold in the new season. Although it is important to start well in Australia, it never seems to be a true reflection of how the championship is destined to go. Week in week out in Europe you tend to get a much clearer picture.

I know Jonathan Rea is feeling more and more pleased with his decision to move and get on the factory Kawasaki. Although the Kawasaki comes back to the field this year with some rule changes, while some other bikes like the Ducati actually benefit from the rule changes, JR and Tom have shown throughout testing they are looking at podiums every weekend.

JR has never been on the podium in Australia and being almost half Australian, with little Jake Rea definitely half Australian I think he is ready to knock that statistic over and double up at round one.

The Ducatis should be there every weekend but especially at Phillip Island because they have always been so strong around there. I feel the bike was ready to win last year but the boys never got it done and certainly this year with the updated version recently homologated it is time

"We thought we were done with the hotheaded French riders but we will try and take a deep breath and keep a lid on this one..."



for both the boys to deliver.

I think that is where the fight is going to come from and you may be able to throw Leon Haslam into the mix since he landed on an Aprilia after a couple of very average years, plus maybe Alex Lowes who is going to show some more consistency this year.

I am cheering for JR though and that's it. I believe he is now ready to tick the big box and go all the way. No pressure mate but I know it doesn't worry you anyway.

After a cold winter in Europe I will be just happy to catch the tail end of the Australian summer and maybe see a bit of cricket on TV and see which horses are running well – all over a few cold ones without forgetting to get out to the greatest race track on earth for the day job.

Andrew Pitt



WITH **HEATHER WATSON**

SBK ROUND-UP

NEW SEASON, NEW START

World Superbike, now in its 28th season, got underway over the weekend of the 20th of February at Phillip Island and everyone was pretty eager to see whether regulation changes, designed to bring the Superbikes closer to the production models from which they are derived, would actually make an impact and level the playing field for the 26 permanent riders and 15 teams, both factory and privateer, entered in this year's championship.

There have been a few key rider/team changes over winter. The Kawasaki Racing Team will be a force to be reckoned with, having paired Jonathan Rea with 2013 World Champ Tom Sykes.

Aprilia, though having left the championship in an official capacity, still have a strong presence with Leon Haslam and Jordi Torres riding last year's championship winning bikes with Aprilia Racing Team Red Devils.

There are always a few surprises at round 1 and this year was no different, with championship 'new-entries' Jordi Torres (Aprilia) and Nico Terol (Althea Racing, Ducati) making a solid impression across testing, qualifying and the race day itself at Phillip Island. But the biggest shock of the weekend was undoubtedly Troy Bayliss's surprise return as a substitute rider for Ducati's injured Davide Giugliano. With Davide out due to two fractured vertebrae, it was Mr Bayliss who was selected to run with the Panigale R.

Troy, having last raced in Superbikes in late 2008, was excited to be back on board and have the chance to work with many of his 'old' crew once more and needless to say the fans were pretty stoked to see him back on the Ducati.

Saturday's Superpole turned out to be an eventful one – a bad crash for David Salom brought the session to a premature close with a red flag but as several riders were on their flying lap with the qualifier at the moment in which it occurred, those fast lap times were invalidated and the laps made at the start of the session, on race rubber, established positions on the front row of the grid. So it was Johnny Rea who scored pole for the first races of the 2015 season, lining up on the front row with Chaz Davies and Leon Haslam.

It was smiles all round from the British contingent come race day. It was a pretty hot one in comparison to recent years at the Island, so it was all about managing the tyres and the racing turned out to be pretty spectacular, with Rea and Haslam taking the wins. It being Rea's first outing on the factory Kawasaki, he undoubtedly had a point to prove (he also has the added pressure of sharing a

garage with 2013 World Champ Sykes).

Haslam, on the other hand, risked not even being a part of the 2015 championship but a deal done late in the day with Aprilia is already proving to have been the right way to go. Chaz Davies, running with Ducati, was particularly happy with the (double) podium result, having never stepped up to the Phillip Island podium until now. Guintoli and Van der Mark brought the Hondas home in fifth position, proving that the changes made to the regulations for the 2015 season have more than likely paid off, with four manufacturers placing in the top five. As for Bayliss, serious tyre consumption in both races unfortunately put paid to his chances of a top-ten finish.

It's always good to catch up with old friends at the Island and the Baylissic Scrambler flat track event saw a number of former SBK riders return to the Island with Karl Muggeridge and Chris Vermeulen taking part, as well as Troy's own son, 11-year old Ollie Bayliss who was competing as a junior entry. Troy Corser was also in the paddock, as was Ruben Xaus, now working as a commentator for Spanish TV.

It was also the 25th anniversary of World Superbike competition at the Island, so there were a variety of events lined up over the weekend including stunt riders, a dinner for past and present Aussie riders and an impressive fireworks display. These initiatives, and the 'return' of Bayliss, definitely increased the media buzz surrounding the weekend.

The next destination for the Superbikes is



the newly built Chang International Circuit in Buriram, Thailand. Chaz Davies got a sneak peak while visiting Ducati Thailand in January and is excited by the facility.

"It looks like an amazing place, a great facility, they've really done a good job," He said, "The track is quite compact and pretty flat but I'm really looking forward to getting out there and learning it." **RB**



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ROUND 1	WSBK, PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	FEBRUARY 19 - 22
ROUND 2	MORGAN PARK RACEWAY	QLD	APRIL 10 - 12
ROUND 3	BARBAGALLO RACEWAY	WA	MAY 22 - 24
ROUND 4	SYMMONS PLAINS RACEWAY	TAS	SEPTEMBER 4 - 6
ROUND 5	PHILLIP ISLAND GRAND PRIX CIRCUIT	VIC	OCTOBER 2 - 4

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THE SHORT BUS

WORDS & PHOTOS: MICK WITHERS

Coffee and donuts turned into an unplanned diversion inside The Short Bus's engine.

Every so often, a bloke called Pan organises informal get-togethers for the Sydney Hayabusa Club as well as the Australian Hayabusa club and any other Hayabusa club with an online presence in the state of NSW. These gatherings are held at various places that offer off-street parking, outdoor seating areas, half-decent coffee and some form of fried food.

The most recent in my local area was just around the corner at Penrith's Krispy Kremes. On a Friday evening a couple of weeks before Christmas, we gathered and talked all things Busa in between solving many of the world's problems.

As seems to normally happen, the bike-polishers end up at one table alongside the long-distance riders while us drag racers form our own scrum.

Leonard 'Mr Hands' Azzopardi and I got talking about stuff when he mentioned that he had a good second-hand 84mm-bore block and matching pistons. Being the good bloke that he is, he also mentioned that I could put a 1441 together very easily. All I'd have to do would be buy a Gen 2 crank and a set of main and big-end bearings.

How we ended up there when we were talking about him dialing-in the Gen 2 cams I'd bought is a bit of a mystery, but that's how these things go.

He'd dangled the bait and like some bloody great fish, I'd bitten it and spent a sleepless night juggling finances and thinking about the most cost-effective option for me.

Without the Gen 2 crank, the 3mm-oversize 84mm bore results in a very handy 1397cc Gen 1. This is a good increase in capacity over stock that also unshrouds the valves for better breathing and allows a higher compression ratio for stronger performance everywhere. It's a very good option for those Gen 1 owners looking for a bit more power everywhere.

A stock Suzuki Gen 2 crankshaft with a full set of bearings is going to run out at close to \$1650. You'll also need a 1mm spacer plus a set of gaskets, let's round it off to \$1800 plus the time fit it. Or the money to pay someone experienced to pull it all apart and put it back together for you.

This is what kept me awake. The extra grunt from the longer stroke would be great but I was already stretching the budget to buy the block and piston as well

as paying Mr Hands to pull it all down and get it back together properly. Then it dawned on me that a 1397 offers good performance and I'd be halfway to a 1441 when the finances improved.

After my morning coffee, I rang Leonard and talked about the 1397 option and how well would it work with the Gen 2 cams and a stock head. We'd already made plans for him to fit and degree the cams so that I could watch and learn how to do it properly without ending up with the cam chain a tooth out of phase or with valves touching pistons. But that was only part of the job compared to lifting the complete top-end off the engine and making big changes. We settled on a price and organised a time for me to deliver The Short Bus.

After I'd transferred the first payment into his ... errr ... hand, Mr Hands popped the engine out and onto a workbench. Looking at the dial-in board on The Short Bus, he decided that he couldn't look at a 10.75 dial-in any longer and change it to reflect his own PB, a 7.47.

About the same time as the engine landed on the bench, my mind started ticking over again when I remembered

that Leonard had a well-ported Gen 1 cylinder-head that he was prepared to sell. With standard-sized valves and good ports, it was a perfect head to add the extra bit of happiness that would make a good 1397 into a much-better 1397. Another phone call was made and we talked before I asked Mr Hands to put the engine work on hold while I convinced myself that I could squeeze the money out of next month's budget. By making sacrifices and cutting back, I found the money.

The addition of the head changed things slightly as the focus was now diverted more towards the head and flow capabilities. The static compression ratio wasn't changed but the cam timing was altered slightly to take advantage of the deeper breathing offered by the head.

Being stubborn at the best of times, I had decided that I wanted to be able to start The Short Bus with the single SSB LHZ10-S battery if possible. Slightly shorter than a stocker but otherwise

identical, the SSB offers 400 CCA (Cold Cranking Amps) out of it's 1.1kg mass compared to the 175CCA on offer from the 3.5kg stock item. If that doesn't work, I'll fit a second battery and run 24v to the starter. There are options.

Before starting the re-assembly, Mr Hands took the sump off so that he could check the oil pickup and sump for debris as well as having a bit of a look at the crank. The speedo reads over 90,000km so you'd expect to find a few bits of crap in the bottom of the sump but the bits he found made him decide to pull the oil pump out to check it for scoring. Yep, scored. Thankfully you can still buy a new oil pump and pickup from Suzuki for about \$220. A cheap investment for the best oil pressure and oil flow possible.

The original cam chain was replaced with one from APE but the standard chain guides were re-used. A set of APE adjustable cam gears was included along with one of their adjustable cam chain tensioners. This was all in the name of insurance, as was the bead of tig locating each gear to the cam. I've seen the results of a Hayabusa cam gear slipping and it's not pretty.

To fit the Gen 2 cams in a Gen 1, the cam bearings need to be removed, reversed and re-fitted. The stock cam pin needs to be replaced by a Brock's offset cam pin to ensure that the ECU receives the right input at the right time. From there, dialing-in the cams is performed with patience and attention to detail.

That's basically where the engine is at the moment as I'm waiting for the new oil pump and assorted bits to arrive from Suzuki. Magazine deadlines won't wait.

Having Leonard casting his eyes as well as his hands over The Short Bus has been good for more than just the obvious reasons. While he was removing the engine, he had a good look at everything and gave me a (thankfully) short list of stuff that I had overlooked.

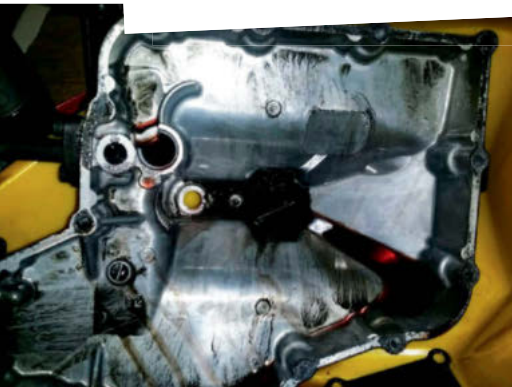
The shifter lever's pivot point was flogged out and elongated. After looking online, I found a genuine second-hand bit from Allparts in Brisbane for \$40 compared to \$85 for a brand-new one, which I'd already ordered but will be handy one day. When I was fitting the MTC clutch, I reversed the order of a spring washer and its seat. Leonard spotted it straight away. These are examples of why a specialist who is also passionate makes a big difference.

Unless I get majorly distracted again, next issue we'll have the engine back together and The Short Bus will have been to Sydney Dyno for Dave Holdforth to work his particular brand of magic. Hopefully the front brake overhaul will have happened and the new and longer swingarm will be in place with a much better Ikon shock absorber controlling its movement.

Thinking back to where this all started, it was the most expensive coffee and donut I've ever eaten. Never assume. **RB**

STUFF THAT WORKS

- Shinko F003 120/70-17 Ultra Soft, \$179.00 RRP
- Shinko R003 A 190/50ZR17 Hook-Up Drag, \$299.00
- Silkolene Pro 4, 10/40 synthetic, 4litres, \$97.40
- Silkolene Dot 4 universal brake fluid, 500ml, \$18.50
- Supplied by Warrian Enterprises, www.silkolene.com.au
- APE cam chain tensioner, ST1300GX, \$US 51.65
- APE cam chain, CC3000, \$US71.77
- APE adjustable cam gears, CSAKS1300, \$US168.00
- Supplied by Speedcycle, www.speedcycle.com.au
- Brock's offset cam pin, 820675, \$US29.95
- Supplied by Brock's Performance, www.brockperformance.com



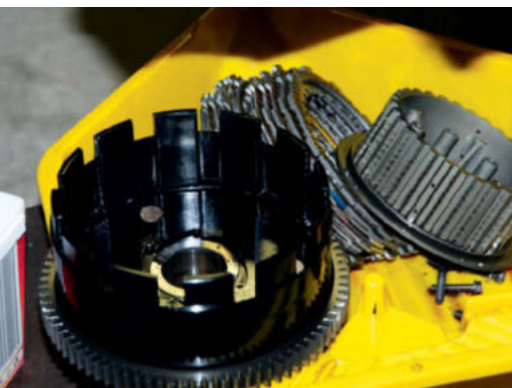
The sump was removed. 90,000km of sludge had damaged the oil pump so a new oil pump was ordered.



Mick bought a ported and flowed head from Leonard Azzopardi. Along with an 84mm bore block also from Leonard, the bike will be 1397cc.



Gen2 cams fitted and dialed in by Azzopardi. Brock's offset cam pins were fitted as the bearings get reversed in the job.



MTC clutch is fitted for drag racing.



The oil pump was scored so a brand new item was fitted to ensure strong oil flow and pressure.



Mick's Short Bus 1397cc engine will be a ripper!



NITRO SLAM & WESTERNATIONALS

Western Australia has been a focus point for national drag racing competition through the early part of the year, hosting the opening round of the ANDRA Top Fuel Motorcycle Championship as well as the second round of the Summit Sportsman Series.

NITRO SLAM & TOP FUEL MOTORCYCLE

Top Fuel Motorcycle made a return to strength at Perth Motorplex in January as part of the Home Group WA Nitro Slam. 13 bikes presented for qualifying and with only eight getting into the race day field the war was on.

Reigning national champion Mark Drew led the pack with a 6.586 but surprisingly was left disappointed by the effort, wanting 6.3s out of his Perth Harley-Davidson-supported ride. Speaking after qualifying, Drew said he would be altering the tune up.

"The clutch cannon didn't release

anywhere near early enough," he said. "The consistency wasn't there that I would have liked so we will go back to where we started with the tune up from the 6.58 but with the clutch coming in at the right time."

Former national champion Chris Matheson was riding Jack Hammer, the nitro V-twin he debuted last year at the Australian Nationals at Sydney Dragway. A soft 6.925 secured him second spot.

Following Matheson was Chris Porter with a 6.991 but on his last run of qualifying his cylinder-head dramas returned and he would take no further part in the event. Greg Durack slotted

into fourth following a 6.994 on his turbocharged Kawasaki, with Mark Ashelford's 7.022 in fifth.

Three rookie riders in their first ever national event rounded out the field with Ben Stevens (7.434), Wayne McGuinness (7.548) and Les Holden (7.873) claiming the last three places.

Tony Wood, Peter Vanderaa, Ian Ashelford, Danny Makin and Terry Burnett would all miss race day.

In eliminations Drew survived a close call in round one, going within millimetres of crossing the centre line and taking the finish line stripe by not much more in an 8.017 to 8.103 race





Left: Chris Matheson doing a burnout. Above: Ross Smith launching. Below: Daniel Natalotto lifting the front wheel.



against Holden. Matheson was also going through some handling dramas and survived by less than a tenth of a second against McGuinness. Ashelford upset Durack with a strong 6.783 run while Stevens got a bye run gimme with Porter unable to return from his qualifying damage.

Drew was on song for the semis, laying down low ET and top speed of the event on a 6.393/220.58mph pass to defeat Ashelford. Matheson's 7.359 meanwhile was too strong for Stevens.

On paper Drew had the performance edge on Matheson but again the bike hunted the centre line and this time it crossed, taking out the finish line timing boxes and handing what would have been a certain win away to Matheson.

"We were lucky Mark crossed the line but you have to be there to be lucky," Matheson said. "For the final we turned it up a little bit and it took off. It got a bit out of shape down the other end but we got through."

Matheson plans to use Jack Hammer for the remainder of the season before getting back on to his record holding Nitro Voodoo later in the year.

"We will try and keep all these

other blokes honest and have a bit of fun," he said.

The Queenslander welcomed the new blood in the category.

"Perth has been very welcoming to us and it is great to see a big field," Matheson said. "In particular young blokes coming out and having a go on these big bikes gives me a bit of ticker for the future of the sport."

WESTERNATIONALS

Three weeks later the 44th annual Western Nationals was run, with an opportunity for riders in Competition Bike and Modified Bike to score national points.

COMPETITION BIKE

Daniel Natalotto led the way in Competition Bike qualifying, going 9.117 on his B/SB-classed BMW S 1000 RR, 0.403 under his index. Ross Smith was playing the game, protecting his national record by entering A/AB, despite his bike being legal for C/AB. He was still 0.315 under his index on an 8.185 pass aboard the stretched Suzuki Hayabusa.

Come eliminations and Natalotto made a surprise exit in the semi-finals, with the unheralded Phill Paton making it through to face off against Smith.

Smith's 8.220 on his 8.50 index was too strong for Paton's 9.551 on an 8.90 index. Amazingly it was Smith's fourth Western Nationals win in a row, but it didn't come easy for the Australian Competition Bike Champion.

"I only managed to get the first-second shift once over the weekend, every other one it dropped into neutral," he said. "I think it was rider error moreso than anything with the bike. In the final I decided to snap the throttle shut to get the shift."

Surprisingly, Smith does not use an air shifter, opting to still use his foot on a bike that does the quarter mile in a fraction over eight seconds, without wheelie bars.

"The foot has done me well for the last 20 years," he said. "The 1-2 is the one you need to be ready on, from there on it is on autopilot."

Fellow Competition Bike riders may breathe a sigh of relief to know that Smith does not intend to travel east to chase the national championship this year. "I have travelled the last two and a half seasons and I achieved the championship last year which was a big tick in the box," he said.

"The bike hasn't had a proper off season for a while."



Mark Drew (pictured) on his Perth Harley-Davidson-supported ride crossed the line in the finals handing the win to Matheson.

MODIFIED BIKE

In Modified Bike Luke Nieuwhof earned top spot in qualifying with an 8.341 ahead of newcomer Mick Day's 8.676 and Justin Townson's 8.835.

Many of the big hitters went out in the first two rounds included state series leaders Brett Allen, Tom Gartrell and Townson, with the final boiling down to local Ian Read and Victorian Edgell Mallis.

In a race that swung several times, Read had the edge on the tree with a 0.079 reaction time to Mallis' 0.266 but Read's bike bogged on launch which turned things back in Mallis' favour. Mallis had to push hard to overcome the holeshot though and he pushed a little too hard with a narrow 9.444 breakout on his 9.45 dial in.

For Read it was his first ever event win and a remarkable comeback from an accident on his street bike in 2011.

"I couldn't believe I had finally got a win," he said. "It was nice to actually be on the winning side of a breakout race."

"Even though my times were slower than I am used to I was pretty consistent over the weekend."

"It was really special in getting that win, it makes the hard work worth it. I never thought I would get back to that



level. It's unbelievable."

Read said after winning the semi final he had to take some time to compose himself in the pits, thinking about battling back from almost losing a leg to being in the final of the biggest drag racing event in WA.

Ian Read took his first event win in an emotional moment, making a comeback after a street bike accident in 2011.

"I was a bit overwhelmed after the semi," he said. "Gordon (Crawford) spoke to me and gave me a bit of self belief."

Read plans on travelling to Adelaide for the next round of the Summit Sportsman Series and then the season-ending Winternationals in Queensland. **RB**

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Autumn is here and cooler weather and rain is the expectation! Racing is going full bore though, so if you're not out making the most of the dry days, head to the shed to get prepared for the winter treatment, we may not get snowed in like the Poms but it's a great time to work on your bike!

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Ride Day Company Listing

CALIFORNIA SUPERBIKE SCHOOL

Ph: 1300 793 423
Locations: Phillip Island, Vic
Eastern Creek, NSW
Queensland Raceway

CHAMPION'S RIDE DAYS

Ph: (07) 5549 0364
Locations: Broadford, Vic
Queensland Raceway
Barbagallo, WA
Mac Park, SA
Lakeside, Qld
Mallala, SA

CIRCUIT BREAKERS RIDE DAYS

Ph: 0412 348 916
Locations: The Farm, NSW

EASTERN CREEK RIDE DAYS

Ph: 1300 793 423

PHILLIP ISLAND RIDE DAYS

Ph: 1300 793 423

TOP RIDER

Ph: 1300 13 13 62
Locations: Marulan, NSW
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TRAKDAYZ

Ph: 0401 484 898
Locations: Barbagallo, WA
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XTREME RIDE DAYS

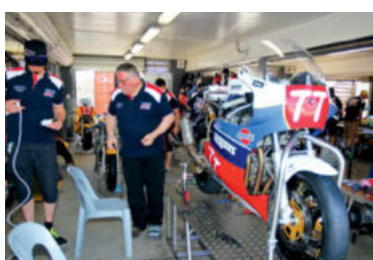
Ph: (02) 4823 5711
Locations: Wakefield Park, NSW

RIDE DAYS WA

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Locations: Barbagello, WA
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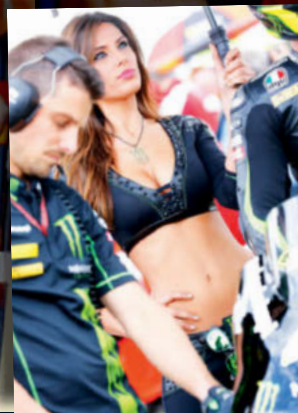
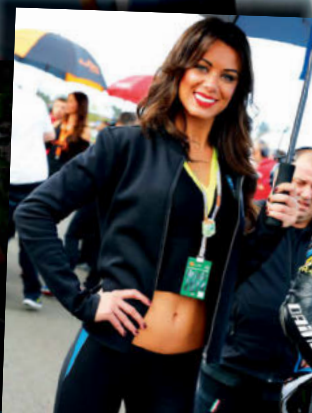
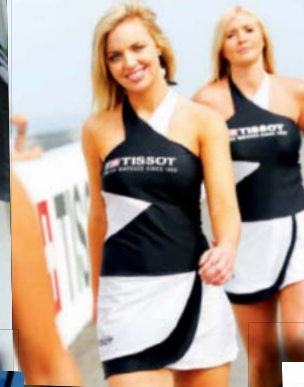


**ALL THE ACTION FROM THE ISLAND CLASSIC AT PHILLIP ISLAND.
THE 2015 ISLAND CLASSIC SAW THE UK WIN THE INTERNATIONAL
CHALLENGE. PICS: SD PICS, JEFF WARE.**





REAREND



SPECTATOR

2015 MOTOGP

29 March,	Qatar - Losail
12 April,	Americas - USA
19 April,	Termas del Rio Hondo - Argentina
03 May,	Jerez - Spain
17 May,	Le Mans - France
31 May,	Mugello - Italy
14 June,	Barcelona - Catalunya
27 June,	Assen - Netherlands
12 July,	Sachsenring - Germany
09 August,	Indianapolis - USA
16 August,	Brno - Czech Republic
30 August,	Donington - Great Britain
13 September,	Misano - San Marino
27 September,	Motorland - Aragon
11 October,	Motegi - Japan
18 October,	Phillip Island - Australia
25 October,	Sepang - Malaysia
08 November,	Valencia - Valencia

2015 AUSTRALASIAN SUPERBIKE

27-29 March,	Sydney Motorsport Park, NSW
15-17 May,	Mallala, SA
26-28 June,	Sydney Motorsport Park, NSW
14-16 August,	Queensland Raceway, QLD
25-27 September,	Wakefield, NSW

23-25 October,
4-6 December,

Winton, VIC
Sydney Motorsport Park, NSW

2015 ASBK CHAMPIONSHIP

19-22 February,	Phillip Island
10-12 April,	Morgan Park
29-31 May,	Barbagallo
11-13 September,	Symmons Plains
23-24 October,	Phillip Island

2015 MRRDA CHAMPIONSHIP

10-11 January,	Sydney Motorsport Park, NSW
31 January - 1 February,	Queensland Raceway, QLD
14-15 February,	Mallala, SA
28 February - 1 March,	Winton, VIC
21-22 March,	Broadford, VIC

2015 HONDA RJAYS ROAD RACE SERIES

31 January,	Rnd 1, SMSP, NSW
1 February,	Rnd 2, SMSP, NSW
6-8 June,	Rnd 3, Broadford, VIC
1 August,	Rnd 4, Wakefield, NSW
2 August,	Rnd 5, RB Endurance 4 Hour, Wakefield
7 November,	Rnd 6, SMSP, NSW
8 November,	Rnd 7, SMSP, NSW

2015 WSBK CHAMPIONSHIP

22 February,	Phillip Island, Australia
22 March,	Chang Int. Circuit, Thailand
12 April,	Aragon, Spain
19 April,	Assen, Netherlands
10 May,	Imola, Italy

24 May,
7 June,
21 June,
5 July,
19 July,
2 August,
20 September,
4 October,
18 October,

Donington, UK
Algarve, Portugal
Misano, Italy
Moscow, Russia
Laguna Seca, USA (SBK only)
Sepang, Malaysia
Jerez, Spain
Magny-Cours, France
Losail, Qatar

2015 PCRA (NSW) RACE CALENDAR

7 February,	Rnd 1, Wakefield
20-22 March,	BSFoS, SMSP (GP)
30 May, Rnd 2,	SMSP (North)
17 June, Rnd 3,	SMSP (GP)
18 July, Rnd 4,	SMSP (South)
29 August,	GP Races, Wakefield
30 August, One	Hour, Wakefield
23-25 November,	BSFoS, New Zealand
5 December,	Rnd 5, Wakefield

2015 BEARS CALENDAR

31 Jan - 1 Feb,	St George, SMSP, NSW
14-15 March,	Preston, Broadford, VIC
4-5 April,	Mt Gambier, Mac Park, SA
TBA (May),	M/C Sportsmen, Morgan Park, QLD
TBA,	St George, Broadford Clubbie, VIC
1-2 August,	St George, Wakefield,
3-9 August,	TERRA, Hidden Valley, NT
29-30 August,	Preston, Phillip Island, VIC
19-20 September,	Preston, Broadford, VIC
7-8 November,	St George, SMPS, NSW

NEXT ISSUE (#97) ON SALE 18/06/2015

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